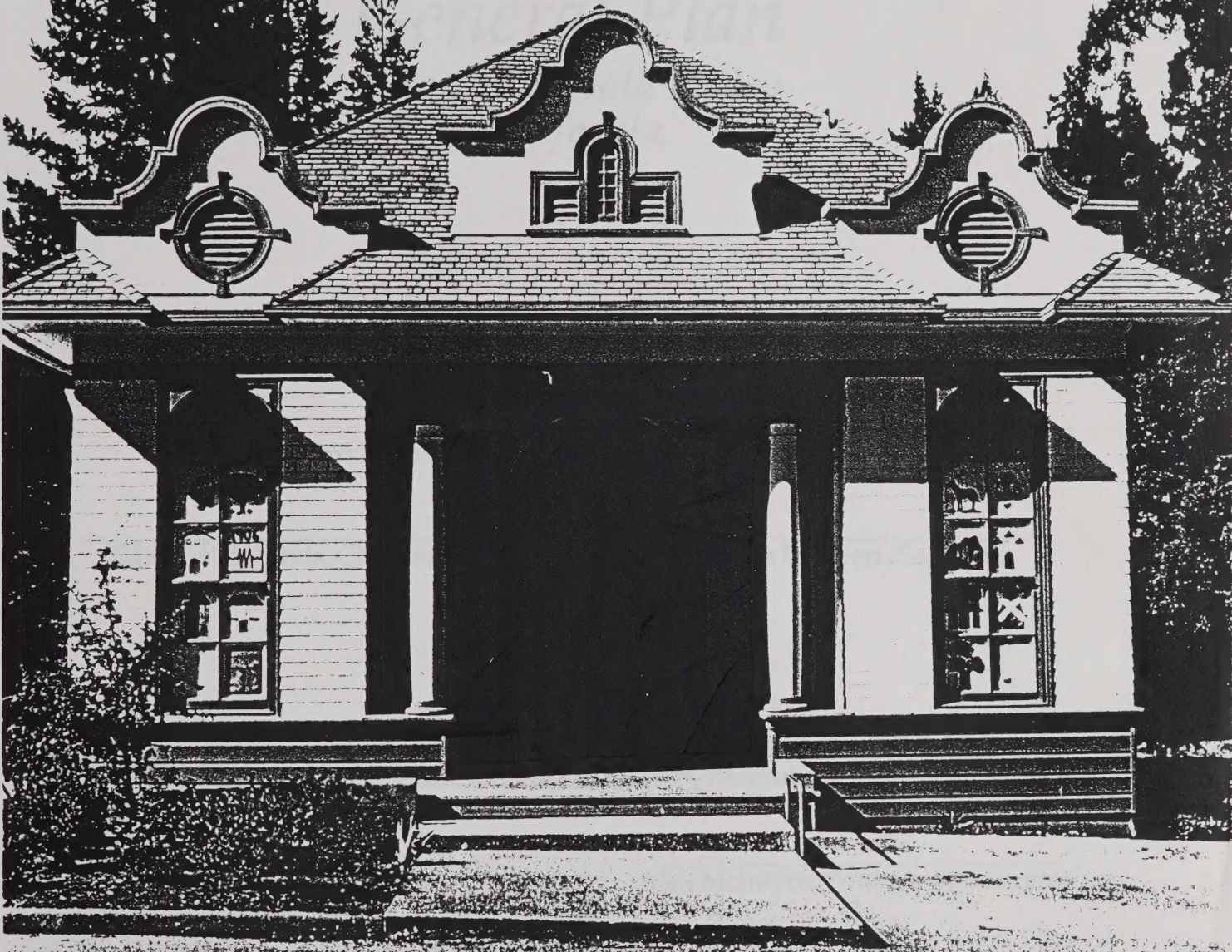


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GENERAL PLAN 1998

Town of Portola Valley, California

1940-1941
1942-1943
1944-1945

1946-1947

1948-1949

General Plan

Town of Portola Valley

California

Amended by the Planning Commission on April 2, 1997

Edward M. Davis, Chairman

Leslie Lambert, Secretary

Revised by the Town Council on April 22, 1998, Resolution No. 1638-1998

Gary Nielsen, Mayor

Alex McIntyre, Town Administrator

General Plan Town of Portola Valley California

Approved by the Planning Commission on April 1, 1977

Adopted by the Board of Supervisors

Adopted by the Board of Supervisors

Repealed by the Town Council on April 22, 1992, Resolution No. 1230-1992

Also Repealed by the Board of Supervisors

Also Repealed by the Board of Supervisors

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Introduction

1. This document, Sections 1000 – 6300, constitutes the general plan of the Town of Portola Valley, California. The plan has been developed pursuant to the state law governing local planning as found in Chapter 3, Title 7 of the Government Code. The planning area includes the town and lands outside its boundaries bearing relation to its planning.
- 1a. Part 1 of the plan includes the most general policies pertaining to the entire planning area. Parts 2 - 4 describe more specific policies of significance to the planning area. Part 5, the comprehensive plan diagram, graphically illustrates many of the proposals contained in Parts 1 - 4. Part 6 deals in greater detail with specific parts of the planning area. Thus, to find the range of policy statements relevant to a particular subject, the user may need to refer to several parts of the plan.
2. The appendices provide background information, statistical data derived from the plan, illustrations of plan concepts, and proposals for implementation. The appendices are supplementary information and are not a part of the general plan unless specifically included in the plan by reference in Sections 1000 - 6300.
3. In order to meet changing conditions, incorporate results of more detailed studies and show more precisely what can now be foreseen only approximately, the plan is organized in sections so that amendment, when shown to be necessary, can be accomplished in an orderly manner. For convenient reference each paragraph is numbered.
4. The plan is a long-range, comprehensive and general guide to the future physical development of Portola Valley. It is intended that the majority of the proposals included in the plan be carried out over a span of approximately 15 to 20 years. Some parts of the plan will need to be executed rather soon, while others can not be expected to be realized until later in the planning period.
5. The plan is comprehensive in that it deals with all of the land uses, services and facilities needed to make Portola Valley a functioning component of the Midpeninsula and the San Francisco Bay Area. Space has been allotted for all presently foreseen uses of land needed within the

planning area to achieve the goals of the residents. These land uses and the necessary circulation facilities have been considered one in relation to the other in order to form a balanced and complete whole.

6. This plan includes the seven general plan elements required by state law: land use, open space, housing, circulation, safety, conservation and noise. The plan also includes, as permitted by state law, a recreation element, a historic element, a scenic roads and highways element and a trails and paths element. The foregoing portions of the general plan pertain to the entire planning area. In addition, the plan includes three portions of the plan that pertain to sub-areas of the town: the Nathhorst Triangle area plan, the Alpine scenic corridor plan, and the town center area plan.
7. The plan is general in nature and therefore does not indicate precise locations for land use and circulation facilities. Neither is each individual land use shown separately, but rather uses are indicated in general categories based on common characteristics. The degree of precision in the plan is geared to that needed to set forth major and critical relationships within the area and between the area and the rest of the Midpeninsula.
8. The general plan should be evaluated annually to determine whether it continues to reflect the aims of the citizens and to provide a realistic guide for physical development. The plan should also be subjected to thorough review and updated at intervals of not greater than five years, so that it continues to cover a 15 to 20 year time-span. In this manner, although all proposals of the plan will not be fully achieved at any given time, it will continue to provide a long-range guide.
9. General plans for sub-areas of the planning area, when developed and adopted, shall become parts of the general plan.
10. This plan is based on studies of natural physical conditions, land use, population growth and characteristics, trends in economic activities, traffic, governmental services and service areas, public facilities and related matters. The initial studies were presented in the "Basic Data Report: Portola Valley General Plan Studies," 1964. This report and unpublished information in the town and county planning commission files provide the factual basis for the plan. A summary of major findings from the above-mentioned report is included in Appendix I of "General Plan Proposal, Portola Valley Area, 1964," adopted by the town in 1965. More recent studies are described or referenced elsewhere in this document.
11. A broad range of programs for implementation are included in Appendix 5 of "General Plan Proposal, Portola Valley Area, 1964" adopted by the town in 1965. Most of these programs have been put into effect.

Appendices in this general plan describe current implementation programs.

12. According to the U.S. Census, the population (including The Sequoias) of the town in 1990 was 4,194 persons.
13. Estimated housing unit and population holding capacities based on the policies of this plan are presented in Appendix 2.

The Portola Valley General Plan is a long-range policy statement that provides a framework for the community's future development. It is a statement of the community's goals and objectives, and it serves as a guide for the local government in making decisions about the future of the community. The plan is a living document that will be updated as the community's needs and circumstances change over time.

The plan is based on the following principles:

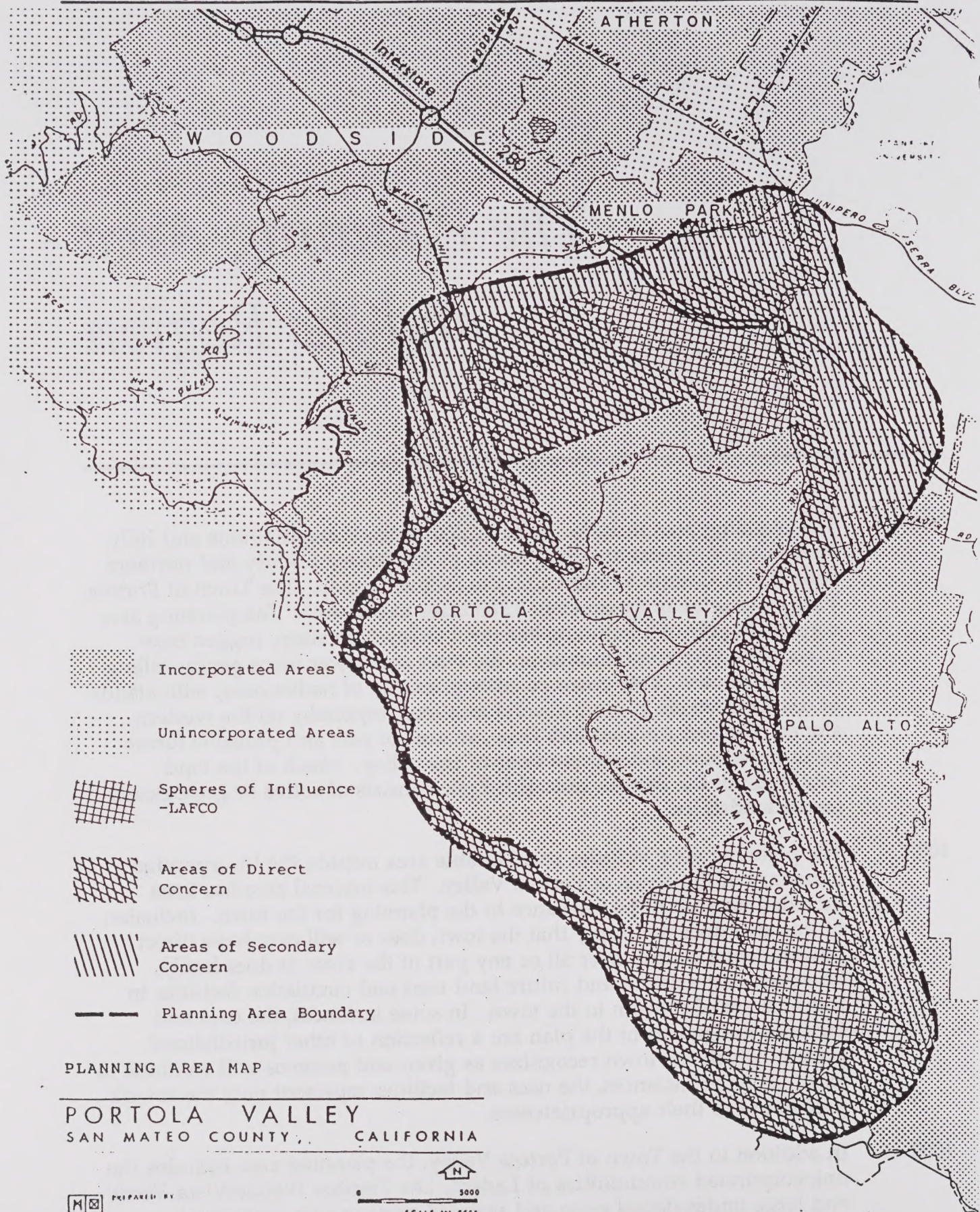
- 1. The community should maintain its character and quality of life.
- 2. The community should provide for the needs of its residents.
- 3. The community should protect its natural resources.
- 4. The community should promote economic development.
- 5. The community should provide for the needs of its future generations.

The plan is a statement of the community's vision for the future, and it is a guide for the local government in making decisions about the future of the community. The plan is a living document that will be updated as the community's needs and circumstances change over time.

Part 1 – SETTING, ASSUMPTIONS AND GENERAL POLICY

The Planning Area and the Region

- 1000 The planning area includes some 12,000 acres of mountainous and hilly land in the southern bayside portion of San Mateo County and northern Santa Clara County as shown on the following map. The Town of Portola Valley occupies approximately 5,785 acres of this area. The planning area consists largely of a naturally beautiful valley with steep, rugged tree-covered and open mountains on the west and lower more gently rolling hills on the east. Tree cover consists primarily of native oaks, with stands of coast redwoods in more shaded locations, especially on the western slopes. The San Andreas Rift Zone, an area of past and probable future earth movement, follows the floor of the valley. Much of the land southwest of the San Andreas Rift Zone consists of active or geologically recent landslides.
- 1001 The planning area includes considerable area outside the incorporated boundary of the Town of Portola Valley. This external area has been included because of its relevance to the planning for the town. Inclusion of this area does not imply that the town does or will ever have direct governmental control over all or any part of the area. It does imply, however, that existing and future land uses and circulation facilities in this area are of concern to the town. In some instances, the uses and facilities designated in the plan are a reflection of other jurisdictions' policies which the town recognizes as given and assumes will continue to exist. In other instances, the uses and facilities represent only the town's position as to their appropriateness.
- 1002 In addition to the Town of Portola Valley, the planning area includes the unincorporated communities of Ladera, Los Trancos Woods-Vista Verde and large undeveloped open and wooded areas in unincorporated



portions of San Mateo County. Portions of the Town of Woodside, the City of Menlo Park, the City of Palo Alto and unincorporated areas in Santa Clara County have also been included because these areas are either functionally or visually related to Portola Valley and bear directly on its planning. On the map of the planning area, three categories of areas outside the town boundaries are indicated: spheres of influence, areas of direct concern, and areas of secondary concern. Each category is discussed below under a separate heading.

- 1003 *Spheres of Influence.* These are unincorporated areas designated by the San Mateo County Local Agency Formation Commission (LAFCO) as being within the Sphere of Influence of Portola Valley. LAFCO will permit lands within these spheres to be annexed only to the Town of Portola Valley. The general plan expresses firm town policy for future development of these areas and provides the basis for rezoning and other effectuation measures required to carry out the general plan.
- 1004 *Areas of Direct Concern.* These are incorporated and unincorporated areas which are of direct concern to Portola Valley. For these areas, the general plan expresses town policy in order to provide a basis for collaborative programs or negotiations with the cities or counties having primary jurisdiction over these lands.
- 1005 *Areas of Secondary Concern.* These are incorporated and unincorporated areas of concern to Portola Valley, but to a lesser extent than "Areas of Direct Concern." Statements in the plan pertaining to these areas express Portola Valley's interests in them and indicate the town's desires regarding their general character and quality.
- 1006 The limits of the planning area largely conform to recognizable physical features such as major thoroughfares, large non-residential areas, and natural topographic features. The Skyline Boulevard ridge forms the western boundary of the planning area and divides it from western slopes leading down to the Pacific Ocean.
- 1007 Portola Valley is closely tied to other parts of the San Francisco Bay Area. Residents of Portola Valley draw on other parts of the Bay Area for a wide range of cultural, commercial, and recreation facilities. Employment centers throughout much of the Bay Area are within the reach of residents of the planning area. On the other hand, Portola Valley is a rather unique part of the Bay Area. It is an area of great natural beauty which is relatively close to major activity centers of the Bay Area. Hence it is attractive for those seeking a natural environment in which to make their home. Junipero Serra Freeway (Interstate 280), Sand Hill Road and Skyline Boulevard provide the primary links to other parts of the Bay Area.

- 1008 Portola Valley is also part of a recognized sub-unit of the Bay Area, known as the Midpeninsula. Palo Alto serves as the hub of this area. Major shopping and service facilities in downtown Palo Alto and the Stanford Shopping Center, the Stanford-Palo Alto Hospital Center and Stanford University form an important cluster of district serving activities. Major employment centers in the Midpeninsula are accessible to Portola Valley by car and limited public transportation. As a part of the Midpeninsula, Portola Valley is important as a low-density residential area set in a natural environment, as a large natural scenic area to balance the intensively developed urban areas to the north and as a resource for residents of nearby areas seeking a brief outing. Within the planning area, opportunities exist for varied recreational activities.

Assumptions

- 1009 The general plan is based on certain general assumptions that recognize forces over which there is little or no local control. The assumptions include generally accepted forecasts; however, they are set forth here in the form of assumptions inasmuch as they cannot now be proven to be correct.
1. Population and employment growth in the Bay Area, while less than from 1960 to 1990, will be substantial from 1990 to 2020 and will result in increasing pressures for development which will be felt on the Peninsula, including Portola Valley.
 2. Residents of the Peninsula and Bay Area will continue to pursue healthy outdoor activities and will exert continuing and increasing pressure on the open space and recreational resources of the town.
 3. Portola Valley will continue to attract a population that can afford to live in a low density residential community that enjoys and supplies extensive open space.
 4. Population characteristics of the town will continue to change with older residents either seeking alternative housing within the community or moving out, and younger families moving in and thereby putting increasing pressure on the schools and local public facilities.
 5. The rising cost and scarcity of undeveloped land will result in increasing pressure by developers and property owners for maximum development of their properties, both in terms of the size of buildings and multiplicity of uses.

6. Water shortages will continue and increase in California and the Bay Area thereby putting increasing pressure on the town to limit its use of water.
7. Pressures will increase for reducing the waste stream, conserving air quality, reducing water pollution and preserving natural features such as streams and native tree cover.
8. The use of computers and electronic means of communication will greatly increase, resulting in changes in life style such as allowing more residents to work in and shop from their homes.
9. Major outlets and facilities will continue to be available in other parts of the Peninsula and the Bay Area to meet the special needs of town residents while convenience goods and services will continue to be available within the town.
10. The automobile will continue to be the primary means of transportation for residents of the town because of the town's relative isolation, low density of population, and travel patterns of residents.
11. Employers on the Peninsula will put increasing pressure on employees to reduce the use of the private automobile in traveling from home to work.

General Policy

Major Community Goals

- 1010 The goals included below are general in nature and basic to the entire general plan. Goals related to specific aspects of the plan are stated in other appropriate sections. The plan is designed and intended to assist in achieving these major local goals:
1. To preserve and enhance the natural features and open space of the planning area because they are unusual and valuable assets for the planning area, the Peninsula and the entire Bay Area.
 2. To allow use of the planning area by residents and others but to limit that use so that the natural attributes of the planning area can be sustained over time.
 3. To conserve the rural quality of Portola Valley and maintain the town as an attractive, tranquil, family-oriented residential community for all generations compatible with the many physical constraints and natural features of the area. Rural quality as used in this plan includes the following attributes:
 - a. Minimal lighting so that the presence of development at night is difficult to determine, so that the subtle changes between day and night are easily discernible and so that the stars may be readily seen at night.
 - b. Minimal man-made noise so that the prevailing sense tends to be one of quiet except for the sounds of nature.
 - c. Man-made features which blend in with the natural environment in terms of scale, materials, form and color.

- d. An overall impression of open space, natural terrain and vegetation, interrupted minimally by the works of people.
 - e. Narrow roads bordered by natural terrain and native vegetation.
 - f. Unobtrusive entrances to properties, primarily designed to identify addresses and provide safe access.
 - g. Minimal use of fencing except when necessary to control animals and children on properties and then of a design which is minimally visible from off-site.
 - h. The ability to maintain horses on private properties and to enjoy a trail system throughout the town.
 - i. Paths and trails that allow for easy access throughout the town.
 - j. Agricultural pursuits in appropriate locations.
4. To guide the location, design and construction of all development so as to:
- a. Minimize disturbances to natural surroundings and scenic vistas.
 - b. Reduce the exposure of people and improvements to physical hazards such as earthquakes, landslides, fire, floods, traffic accidents and to provide evacuation routes for emergencies.
 - c. Protect the watershed of the planning area.
 - d. Ensure that projects complement and are subordinate to their natural surroundings.
 - e. Minimize the use of non-renewable energy resources, conserve water, and encourage energy conservation and the use of renewable energy sources.
5. To protect, encourage and extend the use of native plant communities, grasses and trees, especially oak woodlands, because they reduce water usage and preserve the natural habitats and biodiversity.
6. To ensure that growth and development within the planning area is evaluated against required regional environmental standards.

7. To subject new developments with potential for adverse fiscal and other effects on the delivery of essential public services to an impact analysis to avoid unreasonable financial burdens on the town and other affected local governmental agencies and ensure the continued availability of essential public services.
8. To provide civic and recreation facilities and activities that are supported by the local citizenry and that encourage the interaction of residents in the pursuit of common interests and result in a strong sense of community identity.
9. To provide scenic roads, trails and paths to enhance enjoyment of the planning area and to increase convenience and safety.
10. To encourage the increased availability and use of public transportation and shared private transportation in connecting the town to regional shopping, employment and recreational areas and to the regional transportation network.
11. To provide for those commercial and institutional uses which are needed by the residents of Portola Valley and its spheres of influence on a frequently recurring basis and which are scaled to meeting primarily the needs of such residents. Commercial and institutional uses that meet the frequently recurring needs range from those that most residents of the town and its spheres of influence could be expected to use frequently, typically daily or weekly, to those that, while not frequented so often by most residents, still could be expected to be used primarily by residents of the town and its spheres of influence. Those uses that meet the more frequently recurring rather than occasional needs of the residents are preferred.
12. To limit growth in order to minimize the need for additional governmental services and thereby maintain and preserve the town's predominately volunteer local government, a government which fosters a sense of community.
13. To work with neighboring communities, when appropriate, to identify and develop solutions to interjurisdictional problems.
14. To ensure that development will produce a maximum of order, convenience and economy for local residents consistent with other stated goals and objectives.
15. To foster appreciation of the heritage of the planning area by encouraging the recognition and preservation of important historic resources.

16. To control the size, siting and design of buildings so that they, individually and collectively, tend to be subservient to the natural setting and serve to retain and enhance the rural qualities of the town.

Functional Organization of the Planning Area

- 1011 The major land use and circulation features of the general plan are briefly described in the following paragraphs to provide an overview of the plan. These and other features are graphically illustrated on the comprehensive plan diagram, found separately in this document.
- 1012 The land use and circulation system proposed in the general plan derive from and recognize the location and role of Portola Valley in the San Francisco Bay Area and the Midpeninsula. These proposals are also determined and conditioned by the shape of the valley, and the rugged topography and natural beauty of the area. Within the planning area, the proposals for land use and circulation recognize the existing development as setting the general framework for further development.
- 1013 The spectrum of land use and circulation proposals conforms to the concept of Portola Valley as a major open space within the larger urbanized region. Thus, the intensity of land uses, the distribution of land uses, and the standards for development all reflect the recognition that the natural beauty of the area is its prime asset, important both to local residents and to the Midpeninsula and Bay Area.
- 1014 Commercial and institutional uses serving all or most of Portola Valley are grouped in areas on the floor of the valley along Portola and Alpine roads. Residential land use intensities tend to be highest on the more level lands near commercial and institutional uses and decrease outward as terrain becomes more difficult for development and distances from community facilities and major thoroughfares increase. Ladera contains another concentration of commercial and institutional uses that serve the local population.
- 1015 Employment areas along Sand Hill Road in the northern portion of the planning area (areas of "secondary concern") are close to more intensively developed areas to the east and are well served by major thoroughfares.
- 1016 The important skyline ridge on the western side of the planning area is proposed to be developed as a scenic corridor in which the existing character of the terrain and natural vegetation would be retained. Elsewhere in the planning area, major creeks are to be retained and enhanced as important natural features. Major emphasis is placed on the

retention of natural land forms and vegetation in all development proposals for the planning area.

- 1017 Two major thoroughfares provide for the primary movement into and out of the planning area: Sand Hill Road and Alpine Road. The Junipero Serra Freeway (Route 280) provides for movement by motor vehicle connecting the planning area with parts of the Bay Area to the north and south, and indirectly to the east.
- 1018 Skyline Boulevard, La Honda Road and Alpine Road west of Skyline Boulevard provide access from the area to the more western parts of San Mateo County, the recreation areas in Santa Cruz County, and the western part of Santa Clara County.
- 1019 Within the planning area, a system of arterials, major collectors and minor collectors link the various parts of the area and provide access to community facilities and services. A system of trails and paths provide for movement on foot, horseback or bicycle.

Use of the Plan

- 1020 The general plan is a complex document which has been carefully prepared to provide an internally consistent set of policy statements to guide the growth and development of Portola Valley. By and large, policy statements are not repeated in the plan, and in some cases the user may need to refer to several parts of the plan to find the range of policy statements relevant to a particular subject. In all instances, the more detailed policies with respect to a specific topic take precedence over more general policies.

Part 2 – **LAND USE**

- 2000 The elements in this part describe all types of uses of land in the planning area. The land use element provides the most comprehensive land use guidance while the open space, recreation, and housing elements address selected land use categories. Environmental quality policies, which pertain throughout the planning area and are thus not tied to specific land uses, are included in Part 4 - Environmental Quality. Also, for certain portions of the planning area, more detailed land use policies are necessary and are included in Part 6 - Sub-Area Plans.

2001 General Objectives

1. To provide for residential uses and related building and services that will preserve and enhance the quality of living enjoyed by local residents.
2. To maintain the natural character of the planning area and to provide for limited parts, where a land use is appropriate and compatible with the preservation of the residential nature and quality of the planning area.
3. To maintain the land for residential uses to preserve the planning area.

Land Use Element

Introduction

- 2100 The land use element sets forth guidelines for land occupancy and describes the location and distribution aspects of land uses. Land use interrelationships and land use circulation relationships are also defined.
- 2101 Land use proposals in the plan include those for residential areas, those for community facilities and services, and those for region-serving facilities. For the purposes of this plan, all land uses are discussed separately in the following sections: residential areas; parks, recreation areas and open spaces; commercial and research - administrative areas; institutions; Portola Road corridor; and public facilities and services. In these sections, objectives, principles, and standards are given, followed by a description of the plan proposals.
- 2102 General Objectives
1. To provide for residential uses and related facilities and services that will preserve and enhance the quality of living enjoyed by local residents.
 2. To maintain the natural character of the planning area and to provide for limited park, recreation and open space uses in appropriate scenic areas where the uses will be compatible with the maintenance of the residential nature and quality of the planning area.
 3. To minimize the need for non-local traffic to penetrate the planning area.

4. To minimize consumption of energy from non-renewable sources and to encourage the use of renewable energy sources while preserving the scenic and aesthetic qualities of the area.
5. To encourage and, where appropriate, require the conservation of water in new and existing developments and buildings.
6. To ensure that development in areas subject to geologic, fire and flooding hazards is controlled so that people and structures are not exposed to unacceptable levels of risk.

2103 General Principles

1. The planning area should have the low intensity of development which is appropriate to its location on the fringe of the urban area of the Peninsula and should provide a transition between urban densities of adjoining communities and non-intensive land uses west of the skyline.
2. Uses of land should include homes, open spaces, agricultural pursuits and such other private, office and commercial uses as are required to serve the frequent needs of local residents.
3. In addition to uses serving primarily local residents, public, private and limited commercial recreational facilities serving a broader area would be appropriate in locations on the periphery of the planning area but so located as not to encourage traffic through the town.
4. Those public and private facilities such as schools, parks, churches, public buildings, stores and offices which serve all or a major portion of the planning area should be grouped in readily accessible centers to the greatest extent permitted by site and location requirements of the individual facilities.
5. In any development within the planning area, full consideration should be given to the geologic conditions so that development on unstable land can be avoided or minimized.
 - 5.1. In areas subject to flooding, including those identified in the safety element, development shall be precluded or designed to minimize risk.
6. In order to maintain the rural atmosphere of Portola Valley, all buildings should be subordinate to their natural surroundings in size, scale and siting. Monumental buildings should be avoided.

7. Non-residential buildings should generally be of small or moderate size and, where groups of buildings are used, connected by plazas, terraces, porches, arcades, canopies or roofs to provide a pleasant environment and safety and shelter to pedestrians.
8. In order to help minimize the adverse effects of higher intensity uses upon lower intensity uses, landscaping areas of primarily native plants appropriate to the site should be provided. Such buffers should be of a size and design that will provide an effective visual buffer.
9. In all developments in the planning area, full consideration should be given to fire protection needs, including those identified in the safety element, and adequate measures should be taken to ensure that these needs are met.
 - 9.1. Development should be limited in areas when fire risk cannot be reduced to an acceptable level and adequate emergency access cannot be provided. Also, recognizing fire protection measures could have adverse effects on native vegetation, development should be configured to minimize damage as well as fire hazard.
10. The rate of development and location of projects should not exceed the capacity of the town, special districts and utility companies to provide all needed services and facilities in an orderly and economic manner.
11. Conservation of energy from non-renewable sources should be considered in the design, improvement, reconstruction and remodeling of buildings.
12. The use of passive and active solar energy should be encouraged in the siting, design and construction of buildings.
13. Where feasible, development proposals should incorporate unified planning for the largest land area practically possible in order to preserve open space, conserve unique natural features of the area, allow logical extensions of the trail and paths system, maximize the opportunities for controlling the extent and impacts of development and otherwise help ensure the application of good land use planning principles.
14. Grading shall normally be the minimum necessary to accommodate development; however, in those instances where increased grading can provide for greater compatibility of development with the natural setting and not cause significant adverse effects on the environment, such grading shall be preferred.

15. For all new developments within the planning area, full consideration shall be given to the fiscal ability of the town and other affected local governmental agencies to provide essential services. When fiscal impact will exceed tax revenue to be generated, provisions may be made to require off-setting fiscal impact fees.
16. In the planning, design, construction and operation of development within the planning area, water conservation should be a high priority.
17. In all new developments, the undergrounding of utilities should be considered a high priority.

Residential Areas

2104 Objectives

1. To assure that all building sites and residences are developed in a manner minimizing disturbance to natural terrain and vegetation and maximizing preservation of natural beauty and open space.
2. To organize residential areas in a manner providing maximum convenience in the daily use of local facilities such as parks, recreation area, commercial facilities and access to major roads, consistent with the attainment of other objectives stated within the general plan.
3. To provide for the grouping or clustering of residential buildings where this will maximize the opportunity to preserve natural beauty, habitat and open space without generally increasing the intensity of development otherwise possible.
4. To maintain the present character of established residential areas.
5. To control the occupancy of parcels so as to:
 - a. Prevent overcrowding of dwellings.
 - b. Insure that occupancy of land and dwellings will be in balance with service facilities such as on-site parking, traffic capacity of access streets and capacity of utilities such as water and sewage disposal.

- c. Insure against adverse impact on neighboring residences.
- d. Fix responsibility for use, occupancy and conduct on the premises in relation to town standards and requirements. That is, on each parcel and in each main dwelling, someone must be "in charge" as owners or tenant of the owner.

2105 Principles

1. Lands indicated for residential use on the comprehensive plan diagram should be used primarily for residential living, a use of land characterized by a single household occupying a main detached dwelling as the principal use of a parcel, together with uses and structures customarily accessory to a main dwelling in a rural residential community.
2. In addition to other accessory uses and structures, accessory living quarters within the main dwelling or in a separate structure should be deemed an appropriate accessory use on parcels large enough and under conditions adequate to insure the objectives cited in Sec. 2104.5 are met. Specific limits on accessory living quarters should be included in the zoning ordinances.
- 2.1. Agricultural uses are encouraged as interim or long-term uses in residentially designated areas provided they are compatible with nearby nonagricultural uses and do not result in the significant degradation of the natural environment.
3. Population densities within the planning area should be guided by considerations of topography, geology, vegetative cover, access to transportation and services, fire hazards, emergency access, impact on pre-existing residential development and other factors such as:
 - a. The highest densities should be located on relatively level land close to local shopping and service areas, other local facilities and transportation facilities. Densities should decrease as the distance from these facilities increases.
 - b. Population density should decrease as steepness of terrain increases.
 - c. The lowest densities and largest lots should be located on the steepest hillsides on which the town allows development and in mountainous areas where it is necessary to limit storm runoff, prevent erosion, preserve existing vegetation, protect watersheds, avoid potentially unstable ground and maintain the scenic quality of the terrain.

4. Steep slopes, potentially unstable ground, canyons and ravines should be left undisturbed as residential open space preserves.
- 4.1 When residences are grouped or clustered in areas where intensity standards require one acre or more per dwelling unit:
 - a. Each residence should have substantial direct frontage on a common open space of sufficient size to convey a feeling of being on the edge of a large and significant open space.
 - b. Clusters should generally consist of a small number of detached residences, and each cluster should be well-separated from adjacent clusters rather than interconnected in a linear form.
5. On tree covered buildable slopes, development should be designed to preserve groves of trees as well as individual trees and native understory to the maximum extent possible.
6. (Not used.)
7. To the extent feasible, all structures (including residences) should complement and blend in with the natural setting of the planning area; and to this end, the following principles should be adhered to:
 - a. Structures may be located in existing tree covered areas to the extent possible and still be consistent with slope, geologic and related conditions and the need to preserve locally unique or especially beautiful wooded areas.
 - b. Largely bare slopes and sparsely wooded ridges visible from large portions of the town or planning area should be kept free of structures to the maximum extent possible.
 - c. If development does take place on highly visible barren slopes or ridges, it must be unobtrusive and of a scale and design to maintain the character of the natural setting, and with required planting of native trees and plants where appropriate.
8. In all residential areas of the town, or its spheres of influence, particular attention must be given to the effects of approaching the maximum amount of development permitted on individual parcels. The cumulative effect of buildout under appropriate ordinances and policies should be examined and steps taken to ensure that its effect will not be injurious to the unique and desirable characteristics of each area. Overall development levels as

measured by floor area ratios and impervious surfaces should be limited so as to preserve the rural setting.

9. To the extent feasible, the design of subdivisions should retain a representative composition of habitats on the site and their interrelationships.
10. Residential development should not occur in areas subject to flooding as shown on the Flood Insurance Rate Maps issued under the National Flood Insurance Program by the U.S. Department of Housing and Urban Development.

2106 Standards.

Residential areas are shown in four land use intensity categories:

1. **Low-medium**—Existing developed areas where net residential land area per housing unit is less than 1 acre.
2. **Low**—Existing developed areas where net residential land area per housing unit averages from 1 to 2 acres. These areas are generally geologically stable, in only moderately steep terrain, and have good accessibility.
3. **Conservation-Residential**—Includes:
 - a. Existing developed areas where net residential land area per housing unit averages from 2 to 4 acres.
 - b. Relatively accessible undeveloped lands with few to considerable potential geologic instabilities. To be developed with a slope-intensity standard whereby the net residential land area per housing unit increases from 2 acres on level to 9 acres on slopes of 50 percent or greater.
4. **Open Residential**—Relatively inaccessible sparsely developed and undeveloped areas generally with extreme geologic instabilities and steep slopes. Fire hazards are often high and erosion potential great. These areas are often also of ecologic, scenic or historic importance. To be developed with a slope-intensity standard whereby the net residential land area per housing unit increases from 3 acres on level land to 18 acres on slopes of 50 percent or greater.

2106a Portions of some of these residential areas are classified as "residential open space preserves." These preserves possess one or more of the following characteristics: slopes, canyons and ravines generally in excess of 30% in slope, unstable lands, lands of significant scenic value to the

town, historic resources, riparian environments, and lands inaccessible without traversing potentially unstable lands. To the maximum extent possible, these preserves should be kept free of structures and left in a natural condition with respect to terrain and vegetation. New residential subdivisions should provide for the clustering of residences outside of residential open space preserves so that these areas are left undisturbed for visual enjoyment and limited local use. However, on lands also shown as open residential, residences might be appropriate, if clustering is not possible, if acceptable development standards for access, utilities and geologic stability can be met, and if scenic qualities and historic features are preserved. Low intensity recreation uses would be appropriate in residential open space preserves, and drainage and erosion control measures should be undertaken where necessary.

- 2106b The slope-intensity standards for the conservation residential and open residential categories recognize in part the overall problems of the development in areas with potential geologic instabilities. However, the intensity of development in individual developments should be further reduced as necessary to reflect specific geologic conditions encountered, to minimize significant visual impacts, to preserve scenic qualities and historic features, and to avoid high fire hazards and inadequate emergency access.
- 2106c Residential development and related improvements should be permitted only where geologic stability meets the standards of the town for the specific uses.
- 2106d Land use intensities may be increased beyond those specified in this section in accordance with provisions for the inclusionary lot program specified in Section 2478 of the housing element.
- 2106e Population densities are a function of the number of housing units per acre and the number of persons per housing unit. Based on the 1990 U.S. Census, the average persons per household unit in the town was approximately 2.6. Applying this average to the land use intensity categories (typical land area per dwelling or housing unit) of the general plan, and assuming one household per housing unit, the following typical anticipated population densities are derived (Persons/Acre):

<u>Residential Category</u>	<u>Acres/HU</u>	<u>Persons/Acre</u>
<u>Low-medium</u>	<u>less than 1</u>	<u>2.6 plus</u>
<u>Low</u>	<u>1 - 2</u>	<u>2.6 - 1.3</u>
<u>Conservation-Residential</u>	<u>2-4</u>	<u>1.3 - 0.65</u>
<u>Open Residential</u>	<u>more than 4</u>	<u>less than 0.65</u>

Where geologic conditions limit development on properties, these densities will be less.

Second units, where permitted, may increase densities; however, based on Section 2487, it would appear the increase would not exceed 15% - 30%.

Densities in multiple family affordable housing, as provided for in Section 2482, may be greater than the densities in the above table as a result of there being more housing units. Such densities, however, shall not exceed 3 times the densities stipulated in the above table.

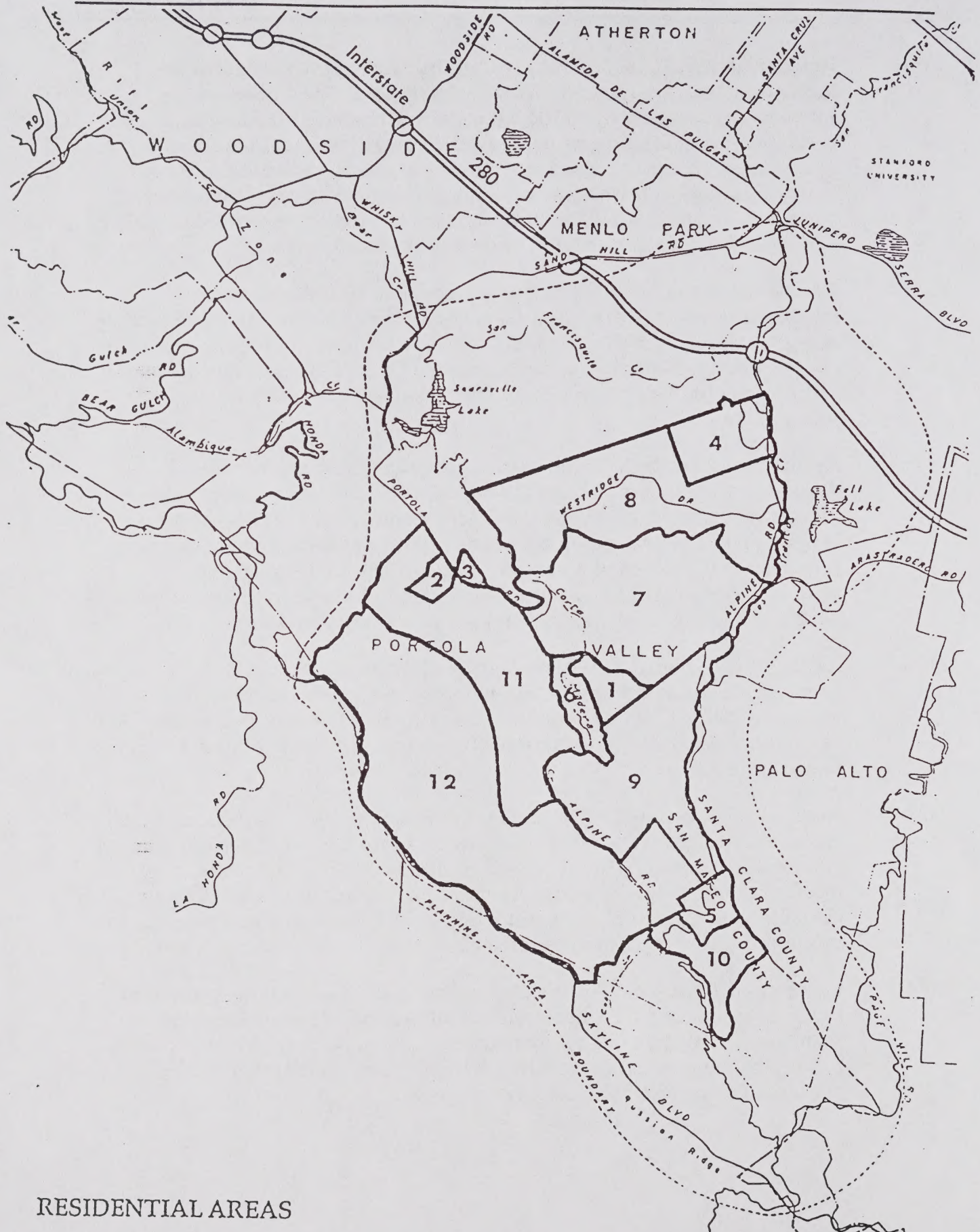
Description

- 2107 Residential areas of low intensities are the predominant land use proposed in this general plan. Four categories of residential land use intensities are indicated. The low-medium and low intensities are restricted to areas of existing development. The conservation residential intensity is assigned to less steep land close to community and circulation facilities and existing development. The open residential intensity is applied to most undeveloped lands which have generally rugged topography, scenic qualities or historic features, are further from community facilities and major circulation routes, and have extreme geologic instabilities. These several residential intensities are similar to and compatible with intensities existing and proposed for most areas adjacent to the planning area.
- 2107a In addition to the four residential land use intensities described in Section 2107 above, possible residential land uses are indicated in Section 6100, Nathhorst Triangle Area Plan, and Section 6300, Town Center Area Plan. These sections should be consulted to determine the recommended residential land use intensities and population densities for these areas.
- 2108 Land use intensity standards provide a guide for the intensity of residential development within which considerable flexibility remains as to design solutions. They indicate the maximum number of housing units to be permitted on a given piece of land but do not prescribe type of design in relation to a minimum lot standard. Specific conditions may require lower intensities.
- 2109 Superimposed upon the residential land use indicated on the comprehensive plan diagram is a tree symbol representing residential open space preserve. The residential open space preserve should be primarily a permanent open space, but should in addition accommodate a variety of recreational uses well suited to the natural terrain and which preserve the continuity of native vegetation. Such uses include riding and hiking trails, informal play areas, scenic walks, picnic areas, and residences subject to suitable conditions (see foregoing standards). These

areas can be either privately controlled by the local property owners or held by a public agency.

- 2110 The delineation of the residential open space preserve usually is intended to be general in nature. As specific areas develop, it will be necessary to apply with care the objectives, principals and standards set forth in this plan in the preparation of detailed designs.
- 2111 Based on an evaluation of the slope and geologic constraints for each residential area, estimated holding capacities have been prepared and are included in Appendix 2. The holding capacity figures represent the maximum number of housing units estimated to be feasible under the criteria included in this plan.
- 2112 Each residential area is generally described below and shown on the following residential areas map.
- 2113 **Residential Area No. 1.** This area comprises the Brookside Park and Brookside Orchard subdivisions. The low-medium intensity recognizes the long-established character of the area. The area is almost fully developed with homes. Attention should be continually given to conserving and enhancing this residential area.
- 2114 **Residential Area No. 2.** This area comprises the Woodside Highlands subdivision. The low-medium intensity recognizes the character of this old subdivision. Originally an area of summer homes, this area has been converted to year-around living, is served by narrow roads and individual sewage disposal systems, and includes some areas of unstable ground. Some few lots are without homes. Continuing attention should be given to improving the quality and amenities of this area while protecting its individual character.
- 2115 **Residential Area No. 3.** This area comprises the Portola Redwoods subdivision. The low-medium intensity is consistent with the long-established nature of this subdivision. Virtually all lots are developed with homes. The character of this small residential area should be preserved and continual attention should be given to maintaining appropriate land use relationships between this area and surrounding and nearby non-residential uses.
- 2116 **Residential Area No. 4.** This area, in the town's sphere of influence, comprises the Ladera subdivision. The low-medium intensity recognizes the established character of this area. The area contains but a very few vacant lots. The existing character of Ladera should be maintained and attention should be continually given to assuring compatibility of uses on the Webb Ranch with the residential character of Ladera.

- 2117 **Residential Area No. 5.** This area, in the town's sphere of influence, consists of the Los Trancos Woods subdivision. The low-medium intensity is consistent with the character of the long-established residential area. Originally an area of summer homes, it is now used for year-around living, is served by narrow roads and individual sewage disposal systems, and is affected by some areas of geologic instability. Some lots are still vacant. Efforts should be made to improve the quality and amenities of the area while preserving its character.
- 2118 **Residential Area No. 6.** This area comprises the Willowbrook subdivision, with parcel sizes of 1 acre or more, and several larger parcels along the eastern side of the area. The area is shown in the low intensity category and is virtually entirely developed with homes. The character of this area should be preserved and efforts should be made to reduce through traffic.
- 2119 **Residential Area No. 7.** This area is composed primarily of the Arrowhead Meadows, Alpine Hills, Hillbrook, Stonegate, Stonegate Meadows, Corte Madera Acres, Palmer Estates, Portola Terrace, Portola Heights, and Pine Ridge subdivisions. All of these subdivisions have minimum parcel sizes of 1 acre or more. In addition, there are unsubdivided areas of larger parcels, namely in the vicinity of Georgia Lane. The entire area is shown in the low intensity category.
- 2120 As the unsubdivided areas are developed, attention should be given to ensuring careful integration into the largely already developed area so as to ensure compatibility. Particular attention will need to be given to land use relationships in the vicinity of the non-residential uses along Portola and Alpine Roads.
- 2121 **Residential Area No. 8.** This area is composed of the Westridge and Oak Hills subdivisions plus a steep undivided area between Westridge and Alpine Hills subdivision. The area is shown in the conservation residential intensity. Few lots are vacant in the subdivisions. The character and quality of the area should be conserved as the area plays an important part in maintaining the open space character of the town.
- 2122 **Residential Area No. 9.** The development pattern for a large portion of this area has been set by the Portola Valley Ranch subdivision where there are slightly in excess of two acres per housing unit. Most of the balance of the area is in large ownerships. The area is shown in the conservation residential intensity category.



RESIDENTIAL AREAS

- 2123 Most of the area has good access to local town roads, most utilities, schools, and shopping. Parts of the area are quite stable geologically, while other parts are highly unstable, and slopes range from moderate to steep. The plan diagram indicates large areas in the residential open space preserve category.
- 2123a In the area along Alpine Road, any development should be kept well back from the road so as not to encroach on the Alpine Road Corridor, Portola Road Corridor, and Nathhorst Triangle Area.
- 2124 **Residential Area No. 10.** This area, in the town's sphere of influence, comprises the Vista Verde subdivision. The area is shown in the conservation residential intensity category. There are some vacant lots in the subdivision. Geologic instabilities in the area warrant careful continuing evaluation as additional homes are built.
- 2125 **Residential Area No. 11.** This area consists of the lower portion of the western hillsides and is unsubdivided except for the old Coombsville subdivision, which occupies a small part of the area. The area is shown in the conservation residential intensity category. It is characterized by gentle to steep slopes, geologically stable to unstable lands and grass covered slopes to tree covered canyons. The major development potential on the western slopes is confined to this area, which is less steep, enjoys somewhat more stable lands than the upper portion of the western hillsides, and has greater accessibility to roads, utilities, schools, and shopping. A major portion of this area is owned by the Midpeninsula Regional Open Space District.
- 2126 Most of the undeveloped portion of this area is in a few large holdings. This provides an opportunity for imaginative designs making full use of the range of natural features present. It should be possible and practical to preserve a large amount of the area in a natural state. In particular, it is desirable that the natural character of the open ridge leading up to the Windy Hill Open Space Preserve and the orchards and meadow adjacent to Portola Road and town center be retained.
- 2127 **Residential Area No. 12.** This area consists primarily of the upper portion of the western hillsides. It is similar in character to residential area No. 11; however, it is more removed from local town roads, utilities, schools and shopping, has steeper slopes, has a significantly colder, more foggy, and more windy climate and is somewhat less geologically stable. The most feasible access appears to be from Skyline Boulevard, and fire protection is minimal. Its reduced density is compatible with the adjoining agricultural, recreational, and forest resource region west of Skyline Boulevard. This area is shown in the open residential intensity category.

- 2128 It is envisioned that development in this area will be minimal. The foregoing factors make the area unsuitable for more than very sparse development. Large areas are shown in the residential open space preserve category. Any development in this area should have adequate access by roads which ensure prompt access to and from public facilities and commercial areas, and for fire, police and other emergency services.
- 2129 The barren ridge leading up to Windy Hill from the east is a visually dominant feature of Portola Valley and highly noticeable from much of the Midpeninsula area. It should remain in its natural state to the maximum extent possible. Development which might go on these lands should preferably be located elsewhere on the same parcel of land. If any development takes place in this area, extreme care should be taken to ensure absolute minimum disruption of existing visual characteristics. A major portion of this ridge is owned by the Midpeninsula Regional Open Space District.
- 2129a A small portion of the area lies east of Alpine Road next to Los Trancos Woods and Vista Verde. This area is included because it is similar to the balance of the area in terms of remoteness and geologic instability, and also because it contains steep slopes, scenic qualities and the historic Coal Mine Ridge Trail.

Other Residential Areas

- 2130 In addition to the areas described above, there are several other residential areas included within the planning area. These areas, although in other jurisdictions, are of concern to the planning area because of common problems relating to drainage, circulation, public facilities and visual amenities.
- 2131 The portion of the Town of Woodside northeast of Portola Road and known as Hidden Valley Farm and Family Farm is shown on the plan diagram because of its close physical relationships to Portola Valley. This area is shown as conservation residential and is consistent with the Town of Woodside's General Plan. There is a need to maintain compatible land use relationships between Hidden Valley Farm and the non-residential uses fronting on Portola Road within the Town of Portola Valley.
- 2132 The portion of the Town of Woodside along the Portola Valley town boundary between Portola Road and Skyline Boulevard is included because of the need to maintain compatible land uses on either side of the town boundary. The area in Woodside is shown as conservation residential and is consistent with the Woodside General Plan.
- 2133 Two areas of low-medium intensity are shown on the comprehensive plan diagram in the northern portion of the planning area: the Stanford

Hills subdivision and the Stanford Weekend Acres area. The inclusion of these areas at these intensities indicates concurrence with plans of Menlo Park and San Mateo County. Continued attention to traffic control measures along Alpine Road in the vicinity of Stanford Weekend Acres appears warranted in order to help assure traffic safety.

Parks, Recreation Areas and Open Spaces

2134 Objectives

1. To retain areas of natural terrain and vegetation sufficient to preserve the overall natural open character and quality of the area, and to buffer the town from its neighbors and its constituent neighborhoods from each other while permitting reasonable development of private lands.
2. To provide for appropriate park and recreation areas for community and neighborhood use.
3. To encourage public parks, recreation areas and open spaces serving other than primarily local residents only in locations where they will not be a disruptive influence on local residents and where they will preserve unique natural resources for use by residents of the larger region.

Description

- 2135 Extensive parks, recreation areas and open spaces are proposed in the plan. Each proposal is based upon the natural resources of the planning area and related to the needs of local residents, Midpeninsula residents, or other Bay Area residents. These proposals and the elements in which they are described are indicated in Table 1: Guide to Park, Recreation, and Open Space Proposals in the General Plan.
- 2136 Each park or recreation area proposed is so located and served by circulation facilities that it can be reached and used by the intended users without interfering with the enjoyment of nearby areas. Thus, facilities serving other than primarily local residents should be located on the edges of the planning area accessible from major thoroughfares.
- 2136a The comprehensive plan diagram proposes certain parks, recreation areas and open space uses on privately owned land. It is anticipated that some of these proposals will be implemented through appropriate dedications pursuant to planning regulations when private development takes place. In some instances, rights in land may be purchased by the town or other appropriate agency. In other instances, the private use of the land for a recreation or open space use constitutes conformity with the plan.

Nonetheless, there may be instances when a property owner wishes to put land to a use not shown on the comprehensive plan diagram and the town or some other public agency is not able to obtain public rights through regulation and does not negotiate a purchase with the owner. In such instances and only for lands designated on the comprehensive plan diagram as neighborhood preserve, community preserve, scenic corridor and greenway, or labeled "Other Community," the general plan hereby permits:

1. private use of a character and intensity no greater than the public use indicated on the comprehensive plan diagram, or
2. private use at the lowest residential intensity suitable for the property and designed to maximize the open space character of the land.

In implementing the foregoing policy with respect to any proposal by a property owner, the approving authority of the town shall exercise judgment in approving a use to ensure compatibility with surrounding and nearby uses, circulation facilities and the applicable objectives of this general plan. Any use permitted must, of course, conform to the zoning for the property.

Table 1. Guide to Park, Recreation, and Open Space Proposals in the General Plan

<i>Park, Recreation or Open Space</i>	<i>Park and Recreation Element</i>	<i>Open Space Element</i>	<i>Trail & Path Element</i>	<i>Scenic Roads and Highways Element</i>	<i>Land Use Element</i>
Neighborhood Preserve	X				
Neighborhood Park	X				
Community Preserve	X				
Community Park	X				
Other Community Parks or Preserves	X				
Regional Park or Private Regional Facility	X				
Open Space Preserve		X			
Scenic Corridor	X				
Greenway	X				
Open Space Limited Development		X			
Agriculture		X			
<i>Secondarily Park, Recreation, or Open Space*</i>					
Residential Open Space Preserves					X
Trails and Paths			X		
Scenic Roads and Highways				X	
* These land use categories serve primarily for residential or circulation purposes, but have secondary uses as parks, recreation areas, or open spaces.					

Commercial and Research – Administrative

2137 Objectives

1. To provide goods and services to satisfy the most frequently recurring needs of local residents.
2. To limit other commercial development to the maximum extent possible consistent with other objectives of the plan.
3. To group related facilities attractively for convenient use and to prevent continuous commercial development along arterials which would detract from the scenic character of the area.
4. To control commercial development in a manner that will minimize its impact on neighboring residential areas.

2138 Principles

1. Convenience goods and services and limited shopping goods should be available in local shopping centers in sufficient quantity and variety to meet the most frequently recurring needs of the residents of the Town of Portola Valley and its spheres of influence.
2. The development of new commercial and office floor area should be controlled to avoid premature availability and should only be permitted when it is demonstrated that the proposed additional space and uses are needed, within the objectives of this plan, to serve the existing population or the population anticipated over a reasonable time period.
3. Local shopping and service centers should be centrally located with respect to the population served, have direct access from major streets and have sufficient parking and service areas.
4. Individual sites should be landscaped attractively with native plants so as to integrate the entire development visually with its neighbors and the overall natural qualities of the planning area. Protecting residential areas from noise, unsightliness, odor and other nuisances should be accomplished through adequate landscape buffers that also enhance pedestrian access and through other appropriate design features.
5. Night lighting visible from the exterior of buildings should be strictly limited to that necessary for security, safety and identification. All night lighting, including signs, should be low intensity and shielded from view from residential areas.

6. All commercial uses should be compatible with adjacent development in terms of scale, general visual character and siting. (For principles relating to design objectives, building size and scale, conservation of natural beauty, and landscaping, see "General Principles" of the land use element and "Principles" of the open space element and "Principles" of the Nathhorst Triangle Area Plan.)

2139 Standards

1. In local shopping and service areas, a small percentage of the total net site area (exclusive of street and road rights-of-way) should be occupied by buildings. A substantial percentage of the site area should be left as natural and/or developed as landscaped open space using native plants.
2. Within local shopping and service areas, the ratio of total floor area to net site area for commercial uses shall not exceed 0.18 and for office uses shall not exceed 0.13.

Description

- 2140 The major shopping, service and employment opportunities in nearby areas are recognized, and hence a duplication is not proposed within the planning area. Thus, while frequently needed local shopping and service facilities are proposed within the area, activity centers outside the planning area such as the Stanford-Palo Alto shopping area are relied upon for more specialized goods and services.
- 2141 Four local shopping and service centers are indicated on the plan diagram. These centers are all existing at the present time and have sufficient area to meet the needs of local residents when the planning area is fully developed. The four centers are Ladera Country Shopper, Nathhorst Triangle Area, Town Center, and Sharon Heights Shopping Center.
- 2142 The two centers within the town, the Nathhorst Triangle Area and Town Center, should strictly adhere to the objective that these centers should provide only those goods and services necessary to satisfy the most frequently recurring needs of residents of the town and its spheres of influence. Thus, these centers are seen as including but not being limited to: hardware stores, food service stores, drug stores, beauty parlors and similar convenience goods, and very limited shopping goods. Limited office uses, such as doctors, banks and real estate offices serving the same population are also appropriate. Uses which would attract a majority of patronage from outside the service area should more appropriately be

located in larger and more centrally located commercial and office centers elsewhere on the Midpeninsula or the Bay Area. Relating these centers by means of a Portola Road corridor plan is described in sections 2159 - 2162.

- 2143 It is recognized that the Sharon Heights Shopping Center and the Ladera Country Shopper and adjoining professional center do not completely meet the criteria for commercial uses described above. These centers, outside the town and developed under other criteria, do however, provide largely convenience goods and services with limited shopping goods. The Ladera professional center also provides general office space not geared to serving local residents. Both of these centers are well-served by circulation and are accepted by this plan as appropriate for the locations involved. The undeveloped hillside behind the Ladera Country Shopper should be left as open space to balance the intensive development of the remainder of the site and provide a buffer between the shopping center and nearby residences.
- 2144 Existing research-administrative areas are recognized. The major use is the Stanford Linear Accelerator Center (SLAC). This facility will have a continuing major impact on the planning area. Employment and access traffic to SLAC should be confined to Sand Hill Road. Attention should be given to assuring maximum compatibility of this installation with the surrounding area. Those aspects of the development continuing to require special attention include: power transmission to the accelerator, control of noise and exterior lighting, traffic, landscaping and building design. It is likely that continuing attention to "temporary" installations will also be required. An existing research building complex on Arastradero Road is also recognized. The existing tree nursery, because of its largely impervious gravel surface, contributes considerable runoff to the creek. This use and similar uses should provide a buffer along the creek to minimize runoff, erosion and disturbance of habitats. In addition, present controls over these areas should be maintained or strengthened.
- 2145 Additional areas are shown for research-administrative use north of the Junipero Serra Freeway as proposed on the Menlo Park General Plan. Uses in these areas should be of very low intensity in order to be compatible with uses in nearby residential areas. Sites used for research-administrative purposes should be primarily open, buildings should be low and perhaps in small clusters, and the site development and landscaping should be designed to blend the buildings into the natural landscape.
- 2145a One area for research-administrative use is shown along Arastradero Road in Palo Alto. This use is inconsistent with Portola Valley's position

as to appropriate uses in this area, but is recognized because of the substantial investment involved and the limited extent of the uses. No additional development of this intensity is shown on the comprehensive plan diagram for this area because of the adverse impact such uses have on the surrounding area. In particular, the road system is not adequate to accommodate the heavy traffic characteristic of such uses, and in addition, such uses tend to attract additional high intensity uses which are not compatible with the low intensity residential character of Portola Valley.

2145b Near the area for research-administrative use along Arastradero Road is a headquarters for a tree maintenance service which serves the Midpeninsula. This use is relatively low intensity and is not shown separately on the comprehensive plan diagram. The town recommends that this use be kept within limits which are compatible with the low intensity character of the surrounding area.

2145c The "Lee" quarry on Los Trancos Road in Palo Alto is within the town planning area. The quarry scar is visible from Portola Valley, but efforts have been made and should continue to be made to reduce the negative impacts of the quarry, including long-range restoration of the quarry to a more natural appearance.

Institutions

2146 Objectives

1. To provide for those institutions that are for the use of local residents and in harmony with the residential character of the Valley.
2. To ensure that existing institutions will be properly served by trafficways and are properly related to adjacent land uses.
3. To provide an appropriate area for the grouping of major community-serving institutional facilities.

2147 Principles

1. All institutional uses should be served directly by major collector roads or roads with higher capacities.
2. All institutional uses should be compatible with adjacent development in the planning area in terms of scale, general visual character and siting.

3. Space should be provided for all local institutional uses that may be necessary such as elementary and intermediate schools, churches, libraries and local governmental buildings.
4. Major community facilities should be located where convenient to the entire planning area.
5. Schools should make recreation areas and facilities available for use during non-school hours.
6. Schools should be located so as to minimize the time necessary to be spent in travel to and from school.
7. Schools should be located to provide safe and convenient access giving particular attention to the requirements of young children.
8. (For principles relating to building size and scale, and landscaping, see "General Principles" of the land use element.)
9. If an institutional land use ceases to exist, the town shall consider an appropriate alternate institutional use or development for other appropriate uses giving due consideration to the relationship to adjacent and nearby land uses.

2148 Standards

1. Residential type institutional facilities should be limited to a density of population no greater than that proposed for adjoining residential areas in the general plan. Section 2106.e provides guidance with respect to appropriate ranges for building intensities and population densities.
2. Public Schools:

<u>Grades</u>	<u>Maximum Desirable Travel Time</u>
K-5	20 minutes
K-6	20 minutes
6-8	30 minutes
High School	40 minutes

Description

- 2149 Institutions needed to serve all or parts of the planning area are proposed and are located so as to be convenient to their service areas. Institutional uses proposed include schools, churches and fire stations.

- 2150 Schools. With regard to public schools, the plan indicates one elementary school and one intermediate school in the planning area.
- 2151 The Portola Valley Elementary School District serves the Town of Portola Valley plus some areas beyond the town boundary. The Ormondale elementary school serves the entire Town of Portola Valley as does the Corte Madera intermediate school. Thus, most children in the town have to travel considerable distances to school. As the population of the town grows, there may be a need for additional school facilities. The changing age composition of the population, however, makes it very difficult to project the number of school age children accurately. It is recommended that population changes be watched closely and appropriate school facility decisions be made in advance of any deficiencies.
- 2152 The Las Lomitas Elementary School District serves Ladera and a considerable area to the north. The Ladera elementary school, well located to serve that local community, is integrated with the adjoining recreational facilities of the Ladera Recreational District. The school is currently leased to a private school. Should the use of the school change, any new use should be compatible with the surrounding residential uses.
- 2153 One private school is shown on the plan diagram, the existing Woodside Priory school with grades 6 through 12.
- 2154 Churches. Five churches are shown, three of which are in the town. All are well served by major thoroughfares. Additional churches may be needed in the planning area in the future. Those areas indicated as "institutional" on the plan diagram provide suitable locations for additional churches.
- 2155 Fire Stations. Fire protection to the town and most of the planning area is provided by the Woodside Fire Protection District. The district has a station on Portola Road near Alpine Road as shown on the comprehensive plan diagram. This station will provide primary service to the town. The other district station is located to the north in the Town of Woodside. For further description of fire service and fire hazards, see the safety element.
- 2156 Other Institutional Uses. Other appropriate institutional uses that may be needed in the town would include but not necessarily be limited to local governmental buildings. Each institutional use should be judged separately and, if compatible with other uses in the area, could be located in one of the local shopping and service areas or in the vicinity thereof.
- 2156a The town center contains the historic schoolhouse, town hall (administration building), meeting rooms, indoor recreation facilities, outdoor recreation facilities and the library. The site is within the San

Andreas Rift Zone and occupancy of buildings should be related to the risk due to earthquake hazards. The outdoor recreation facilities at the site should be used and augmented as appropriate as a part of the town center (see the recreation element for further description).

- 2157 An extensive area is shown as "low intensity academic reserve" for Stanford University. This area is presently being used for various radio telescopes, antennas, other experimental installations, stabling and training facilities for horses, and agriculture. Where it does not interfere with these primary uses, lands are also used for grazing. Much of this area is visible from the Portola Valley area. The retention of agricultural uses is encouraged. Any further developments in this area by Stanford University should be referred to the local governments in the nearby areas so that the effects on these areas can be properly evaluated and modifications recommended where necessary and desirable.
- 2158 Another area owned by Stanford University and shown as "low intensity academic reserve" is the area designated "Webb Ranch" on the comprehensive plan diagram, Part 5. A portion of this area designated for agricultural use is described in the open space element. A variety of uses would be appropriate on the balance of the Webb Ranch and therefore a detailed plan for this area is not appropriate at this time. Town guidelines for development are appropriate, however, and are as follows:
1. Lands within the area are appropriate for development of Stanford University's academic program and closely related land uses provided the intensity of development and use conforms with standards and criteria set forth in this plan. Opportunities exist for outdoor education including study of plant and animal life, geology and paleontology.
 2. The retention of agricultural uses is encouraged. These activities allow use of the land while retaining the essential natural open space qualities of the area. The combining of agricultural uses with educational programs may be feasible. Agricultural uses would be appropriate on all lands shown as low intensity academic reserve, as an interim use on lands ultimately to be used for academic purposes, or as permanent open space. Proper attention should be given to prevent stream pollution from agricultural activities.
 3. Intensity of use should be compatible with present and planned uses of adjoining and nearby lands when measured by such factors as vehicular traffic, ratios of building coverage and floor space in buildings to land area, building height, daytime and nighttime population density, artificial light, glare, noise, emission of smoke, smog, dust, odor, vibration and radiation or other deleterious factors. The volume of site traffic generated (people and vehicle)

should not exceed the capacity of off-site transportation facilities to handle such traffic with reasonable convenience. The limited traffic capacity of the system is a major factor in determining the appropriate intensity of development within this area. Expansion of transportation facilities should be controlled to preclude aesthetic or ecological damage. Because of physical limitations, road access within the area can be developed at only two points on Alpine Road. In addition, in the freeway design and construction, provision has been made for only one road under the freeway interconnecting the Stanford lands to the north and south. Consideration should also be given to potential failure of Searsville Dam and consequent downstream flooding.

4. Development on the "low intensity academic reserve" areas should allow very substantial open space (all natural or replanted). Paved areas and building ground coverage shall not count as open space. Each developed area should emphasize uninterrupted open space. All development should be concealed from view, through location, from Freeway 280, Alpine Road and residential uses as much as possible. The low intensity academic reserve designation is intended to help meet the objectives of Section 2158,3. and the scenic roads and highways element.

Portola Road Corridor

2159 Objectives

1. To provide in two easily accessible locations for the clustering of those educational, civic, cultural, recreational and commercial facilities that serve the town and its spheres of influence.
2. To preserve, enhance and reinforce the identity of the town by providing for a unified design of the valley with the two clusters at the ends as focal points and linked by open space and planting epitomizing the natural quality of the town.
3. To facilitate the safe movement of persons and vehicles through the valley floor and provide safe, convenient, scenic, park-like and enjoyable access to and within the centers.

2160 Principles

1. The Portola Road corridor should be unified in design but susceptible to development over a period of time through the actions of individual property owners and local governmental agencies.

2. In order to promote safe, convenient, pleasant circulation within the Portola Road corridor, walks for pedestrians and trails for horseback riders should be separated to the greatest extent possible from channels of travel used by motor vehicles.
3. The Portola Road corridor should be developed so that the character of the existing orchards and open fields will be maintained.
4. (For principles relating to building size and scale, and landscaping, see "General Principles" of the land use element.)

Description

- 2161 The Portola Road corridor includes those lands lying adjacent to Portola Road from the northern town limits to Alpine Road. The corridor includes a cluster of community-serving uses at either end with open space, recreational, residential and institutional uses in between. The cluster at the northern end includes churches, a commercial area and a community park. The cluster at the southern end includes a commercial area, space for institutional uses and a fire station. Each cluster also allows for limited residential uses as described in Nathhorst Triangle Area Plan (Section 6100) and the Town Center Area Plan (Section 6300). Uses between the clusters include a boarding stable, a proposed orchard preserve, some residences, The Sequoias and The Priory School. Portola Road is designated as a greenway. Special attention to design and development of the greenway will be needed to provide visual unity along the corridor. Overhead utility lines should be converted to underground installations. Much of the area between the two clusters is traversed by or near the San Andreas Fault and should therefore be kept in open space or low intensity uses. Particular attention should be given to the policies in the safety element when considering this area.
- 2162 The corridor should provide a place for the grouping of most commercial and institutional facilities appropriate to the Portola Valley area and serving all or a major portion of the planning area. The corridor is readily accessible by major local thoroughfares, trails and paths. Of critical importance will be the setbacks of buildings along roads, design and location of buildings, landscaping, and relationships between and among buildings. It is recommended that the entire area be given more detailed consideration and a specific plan and development controls prepared.

Public Facilities and Services

- 2163 Objectives
1. To ensure the development of public utilities in a manner that will cause minimum disruption of the natural beauty of the area.

2. To provide utilities adequate to serve local needs in the planning area.
3. To conserve natural resources and prevent pollution of water and air.

2164 Principles

1. All lines and facilities related to the transmission and distribution of power and telecommunications should be placed underground. If this is not practical and such lines or facilities are to be placed aboveground, the impact should be compensated by the undergrounding of lines or facilities in other locations within the planning area. The undergrounding of lines and facilities should be balanced against adverse effects on native vegetation.
2. A program should be developed for progressively placing existing overhead lines underground.
3. All utility installations should be sited, designed, developed and landscaped so as to blend with the natural scenery of the area.
4. All utility installations should be designed to minimize damage from identified geologic hazards.
5. Water, electric and gas supply lines should be loop systems where feasible.
6. Water supply systems must conform with established health and fire protection standards.
7. Waste water must not pollute ground water or streams or cause public or private nuisance.
8. Vegetative ground cover should be sustained to prevent storm water erosion. Unobstructed natural drainage channels should remain the principal storm drainage system, and riparian vegetation along their sides should be maintained in order to reduce erosion and bank failure and preserve habitat. Publicly owned drainage structures should be provided and maintained in accordance with the current Storm Drainage Plan of Portola Valley.
9. A solid waste and hazardous waste program which will assure adequate services, protect health, reduce waste generation and conserve energy and resources without adversely affecting the environment should be supported. Wastes resulting from animal

keeping should also be controlled and disposed of in a sanitary manner.

10. The planting of native vegetation in developments should be encouraged as a water conservation measure.
11. Utilities should first serve adjoining areas and then be incrementally extended to serve contiguous new development rather than be extended so as to allow development to "leap-frog" over intervening lands.
12. Whenever there is a known limited supply of a public facility or service which is beyond the control or ability of the town to overcome, such limited facility or service shall be allocated approximately evenly over the time period of the anticipated shortage.

Description

2165 It is recognized that this general plan shows areas for development which are not served by utilities or which have utilities inadequate to serve additional development. Such areas shall not be developed until all utilities are supplied.

2165a In the planning area, where the preservation of the natural scenery and environment is the one most important consideration by most residents, it appears appropriate to require that all public facilities not detract from the natural environment but to the maximum extent possible blend into the natural setting. In order to ensure that this is done, adequate review procedures should be established.

1. The proposed project is located in the Portola Valley Planning Area, which is designated as a "Special Study Area" in the General Plan. The project is a proposed residential development consisting of approximately 100 single-family detached homes. The project is located on a 10-acre parcel, which is currently zoned for residential use. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance.

2. The proposed project is located in the Portola Valley Planning Area, which is designated as a "Special Study Area" in the General Plan. The project is a proposed residential development consisting of approximately 100 single-family detached homes. The project is located on a 10-acre parcel, which is currently zoned for residential use. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance.

3. The proposed project is located in the Portola Valley Planning Area, which is designated as a "Special Study Area" in the General Plan. The project is a proposed residential development consisting of approximately 100 single-family detached homes. The project is located on a 10-acre parcel, which is currently zoned for residential use. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance.

4. The proposed project is located in the Portola Valley Planning Area, which is designated as a "Special Study Area" in the General Plan. The project is a proposed residential development consisting of approximately 100 single-family detached homes. The project is located on a 10-acre parcel, which is currently zoned for residential use. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance.

5. The proposed project is located in the Portola Valley Planning Area, which is designated as a "Special Study Area" in the General Plan. The project is a proposed residential development consisting of approximately 100 single-family detached homes. The project is located on a 10-acre parcel, which is currently zoned for residential use. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance. The project is proposed to be developed in a manner that is consistent with the General Plan and the local zoning ordinance.

Open Space Element

Introduction

- 2200 The open space element provides a framework for the preservation of open space within the planning area. Open space includes all open areas, large and small, public and private. The element, however, is concerned with those open space lands that are of major significance for public recreation and aesthetics, public health and safety, and protection of natural processes and which require special actions to ensure their preservation. The open space land uses proposed herein are primarily the macro- and intermediate- scale open spaces but this does not imply that the micro-scale is not important.
- 2201 The open space element includes objectives, principles and a description. Appendix 5 indicates the responsiveness of the Portola Valley open space proposals to state law requirements. Appendix 6 discusses the implementation of the open space element to ensure the systematic preservation of the open space character of Portola Valley.
- 2202 A number of open space proposals have been given detailed consideration in other elements of the general plan and will only be referenced here. The primary concern here is with open space proposals not described elsewhere in the plan and which are responsive to state legislative requirements for protection and preservation of natural processes and protection of the public health and safety.
- 2203 "Open space land" is any parcel or area of land or water which is essentially unimproved and devoted to an open space use which is designated on a local, regional or state open space plan as any of the following:

1. Open space for the preservation of natural resources, including but not limited to areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecological and other scientific study purposes; rivers, wetlands, streams, lake shores, banks of rivers and streams, and watershed lands.
2. Open space used for the managed production of resources, including but not limited to forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground-water basins; and marshes, rivers and streams which are important for the management of commercial fisheries.
3. Open space for outdoor recreation, including but not limited to areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.
4. Open space for public health and safety, including, but not limited to areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality.

2204 Open space lands can be grouped under the following scales of open space by their size and character:

1. **Macro-Scale Open Space** – Lands where the sense of openness is extensive. Views of such space include large expanses of water, undeveloped or primarily undeveloped lands, or rural lands with minor development. Micro-environments may exist within such a space, such as a clearing in the woods, or a small wooded valley or cluster of trees in the otherwise grass covered rolling hills; but continuity and large size give macro-scale open spaces their dominant character. Categories of open space which are usually of this type include:
 - a. Residential open space preserves
 - b. Scenic corridors

- c. Greenways
- d. Open space-Limited development areas
- e. Open Space Preserves

2. *Intermediate-Scale Open Space* – Lands of intermediate scale include areas generally ranging in size from 5 to 50 acres. The unifying element is the sense of openness in the middle ground with a definite background limit to one's view. Categories of open space which are usually of this type include:

- a. Community parks
- b. Community preserves
- c. Neighborhood parks
- d. Neighborhood preserves

3. *Micro-Scale Open Space* – Spaces that are of a small or intimate nature. Generally, the observer intimately confronts objects in this size open space and is relatively unaware of or prevented from viewing beyond two or three hundred feet at the most. Attention is usually focused on the detail of forms, textures and the color of foreground objects. Categories of open space which are usually of this type include:

- a. Trails and paths
- b. Historic sites

2205 Size is not a limiting factor for inclusion as open space, nor is public ownership necessary. In Portola Valley, concern for the preservation of open space should include all scales of open space from hillside watershed areas of large expanse to natural and landscaped areas on residential and other developed properties.

2206 Preservation for the public interest does not necessarily mean public access to open space lands. For example, public access might be incompatible with other open space uses, such as wildlife habitat, flood control, maintenance of the natural drainage system, or establishing or maintaining fragile plant growth. It might also be incompatible with individual property owner's rights to privacy.

2207 Many open spaces are best preserved and managed if the town or another public agency has responsibility or regulatory authority through fee title,

easement or special zoning. This is especially true of public parks, flood plains, natural areas along travel corridors, creeks and riparian lands, wilderness areas or other wildlife habitat of shy or endangered species, and areas that represent a potential danger to health and safety. Implementation of the open space proposals was largely covered in the adopted Open Space Program, Town of Portola Valley, 1971, but is now addressed in Appendix 6 of this plan.

- 2208 The major open spaces are shown on the comprehensive plan diagram, Part 5.

Objectives

- 2209 1. To preserve open space in order to maintain the special residential qualities of Portola Valley.
2. To provide for a continuous flow of open space throughout the entire planning area.
3. To retain and enhance the important vistas, including the view of the skyline ridge as seen from below and the view of the valley as seen from the hillsides.
4. To protect and maintain those areas necessary to the integrity of the natural processes with special emphasis on but not limited to the watershed.
5. To provide for the retention of vegetative forms that contribute to the public safety and help maintain the natural processes and aesthetic quality of the town.
6. To preserve as open space, insofar as necessary, those areas subject to inherent natural hazards in order to ensure the public safety and welfare.
7. To preserve and protect areas vital as wildlife habitat or of a fragile ecological nature.
8. To preserve those areas of cultural and historic significance to the town, the Midpeninsula, and the Bay Area.
9. To provide open space to shape and guide development and to enhance community identity.
10. To preserve those lands with high agricultural capabilities for agricultural purposes.

Principles

- 2210
1. In any land development project, the basic visual character of the planning area should be conserved through regulation or through public acquisition of less than fee title.
 2. All major visual features should be preserved through public acquisition of fee title or lesser interest.
 3. Because the dominant features of the planning area are the natural land forms and vegetation, structures and land uses should be subordinated thereto. Only in the confines of individual sites should structures be allowed to be dominant. To preserve open space in the residential open space preserve areas, clustering of housing units outside these areas should be required to the maximum extent possible.
 4. Highways and other public works should incorporate beauty as well as utility, safety and economy.
 5. The scale and type of materials used in developments should be harmonious with the surrounding natural scenery.
 6. Open spaces should be linked together visually and physically to form a system of open spaces.
 7. Small common open spaces intended to serve the immediate residents should be owned by the residents through a homeowners' association, condominium association, or other similar legal instrument.
 8. A variety of vistas should be provided and preserved, ranging from the small enclosed private views to the more distant views shared by many people.
 9. Open space along creeks, streams and scenic trails should be protected from encroachment through flood plain zoning, development setbacks, conservation easements, public acquisition of streamsidess and other appropriate devices which will help preserve them in an essentially natural state.
 10. A qualified biologist should delineate those areas rich in wildlife, or of a fragile ecological nature. These areas should be preserved through land use regulation or through dedication or acquisition where necessary.

11. Environmental impact studies should take into consideration the impact of development proposals on wildlife habitats.
12. Land use regulations should be used to prevent damage to vegetative ground cover in Portola Valley.
13. The contribution of vegetation and water areas in maintaining the air quality should not be overlooked in any major land use proposals.
14. Areas hazardous to the public safety and welfare should be retained as open space. Areas that fall into this category include:
 - a. Slopes generally over 30 percent.
 - b. Fault zones - bands on either side of known fault traces sufficient to include lands of probable ground rupture.
 - c. Areas of geologic instability.
 - d. Streams and their flood plains.

Description

- 2211 Extensive open land presently exists within Portola Valley, most of which is in private ownership. The open space proposals in this element define those lands that enhance the character of the town. The primary open space function of these lands is for one or more of the following uses: preserving natural resources, managing production of resources, providing outdoor recreation, or protecting the public health and safety.
- 2212 The land use categories that are of major importance in assuring a continued quality of open space and make up the open space classification system for Portola Valley are:
1. *Residential Open Space Preserves* – (See “Residential Areas” in the land use element.)
 2. (Not used.)
 3. *Scenic Corridors* – (See the recreation element.)
 4. *Greenways* – (See the recreation element.)
 5. *Open Space - Limited Development* – These are areas which because of hazardous natural conditions, scenic beauty, limited access, remoteness, inadequate utilities or similar reasons are not appropriate for other than very limited development. These areas

should be kept essentially in their natural state with only minimal disturbance. Four areas are shown in this category on the comprehensive plan diagram: a portion of the town's southern sphere of influence, land west of the Skyline Scenic corridor, and two areas in the hills of Palo Alto.

6. *Open Space Preserves* – Large undeveloped areas where the character and intended use of the land warrant retaining the land in a natural condition. A number of open space preserves are shown on the plan diagram. This plan recognizes that additional open space preserves may be established in order to help achieve the purposes of Section 2203 of this plan as long as they are consistent with the balance of the plan.

The Jasper Ridge Biological Preserve includes Jasper Ridge, Searsville Lake and the marsh area at the south end of Searsville Lake. The Preserve is owned by Stanford University and is used by the university for biological studies. This is a unique resource in the planning area and should continue as a wildlife preserve and a scenic location. It is also important as an entry to Portola Valley along Portola Road.

Several properties owned by the Midpeninsula Regional Open Space District are generally shown as open space preserves on the comprehensive plan diagram. These lands are to be kept primarily as undeveloped open areas while allowing low intensity recreation uses which do not conflict with the essential open space character. Impact on the town from the use of these preserves should be minimal, and most vehicular access should be from roads on or near the boundaries of the town. These properties include:

- Coal Creek Open Space Preserve
- Los Trancos Open Space Preserve
- Montebello Open Space Preserve
- Russian Ridge Open Space Preserve
- Windy Hill Open Space Preserve

The Windy Hill Open Space Preserve, which consists of a major portion of the eastern side of Windy Hill, is the only one of these preserves located within the town boundaries. Windy Hill is a visually dominant element for much of the town and the South Bay Area. The preserve serves as an adjunct to the balance of Windy Hill which is shown as a part of the Skyline Corridor. It is also desirable that the natural character of the open ridge leading up to Windy Hill be maintained. The lower part of the preserve, west

of the Willowbrook Subdivision, includes a beautiful stretch of Corte Madera Creek, adjacent oak covered slopes and higher wooded knolls which open on to oak studded grassland. This area is strategically located at the intersection of several main trails and paths where it can be an important destination for users of the trail and path system. The area should remain largely in its natural state. Besides use as a preserve, this land provides an important visual backdrop for the Willowbrook subdivision.

An individual parcel of approximately 20 acres exists within the Windy Hill Open Space Preserve and may be developed for residential purposes, but this parcel is too small to show on the comprehensive plan diagram.

7. *Agriculture* – A substantial portion of the Stanford-owned “Webb Ranch” is shown for agricultural use. This area lies predominantly between Ladera and the Junipero Serra Freeway. Most of the lands are currently used for cultivated agricultural use and boarding stables. The lands are basically on alluvial soils and well-suited to agriculture. In addition, most of the area is within the flood plain of the Searsville Lake dam. This area should be retained primarily for agriculture with a limited amount of compatible recreational uses of low intensity such as the existing boarding stables.
8. *Community Parks* – (See the recreation element.)
9. *Community Preserves* – (See the recreation element.)
10. *Neighborhood Park* – (See the recreation element.)
11. *Neighborhood Preserves* – (See the recreation element.)
12. *Trails and Paths* – (See the trails and paths element.)

2213 Historic sites are areas and trails of historic significance and open space potential that may be lost if they are not protected from development. Such areas and trails are limited in quantity in the planning area, but should be preserved whenever possible.

2214 Areas of particular biotic importance should be kept in their natural state because they play a vital role in the natural processes and are of importance for the welfare of the town. These include wildlife, riparian, wetland, vegetative and biotic communities. The protection of these areas is achieved by land use policies and by the open space proposals previously listed which include the biotically important steep canyons, streams, forests, wetlands and similar areas.

- 2215 Areas of importance for public health and safety purposes should by and large be kept in their natural state because they present potential hazards due to earth shaking, earth movement, fire, flooding, erosion and siltation. These areas are not shown separately on the comprehensive plan diagram, but are included in the open space proposals previously listed in this element and are described in the safety element.

Action Program

- 2216 The zoning, subdivision and site development ordinances have been prepared and administered to preserve and protect major open spaces in the town through a variety of provisions. These include:

- a planned community zoning district,
- slope-density combining zoning districts,
- an open area zoning district,
- a scenic corridor combining district,
- planned unit development provisions permitting cluster development,
- dedication requirements for park areas,
- requirements for open space easements,
- special building setbacks along Skyline Boulevard and Alpine Road,
- trail and path dedication requirements,
- limitations on grading and tree removal, and
- wide rights-of-way to provide open space along roads.

These provisions have secured many of the open space proposals in the general plan and will continue to be used to secure additional open spaces. The tools are in place and need only be administered as development projects come before the town.

- 2217 While most of the open space proposals in the plan can be achieved through regulation, there may be instances where the town may wish to purchase land or rights in land in order to secure open spaces. It is not possible at this time to determine which parcels would require such treatment. In order for the town to be in a position to purchase land if needed, the town should maintain an open space fund and an acquisition process plan.
- 2218 Several large parcels have been purchased by the Midpeninsula Regional Open Space District to form the Windy Hill Open Space Preserve. In the future, MROSD may purchase some additional parcels which are now indicated for residential development. Such purchases cannot be

anticipated in this general plan but would be reviewed by the town at that time.

- 2219 Appendix 6 provides additional information regarding the components of the open space action program.

Recreation Element

Introduction

2300 The recreation element provides guidelines for meeting the recreational needs of the town. In the most comprehensive sense, recreation starts within the home and extends through community facilities and on to wider areas. This recreation element is concerned with lands within the town that can provide recreation opportunities for use and enjoyment by town residents.

2301 The recreation areas proposed are parks, scenic corridors, greenways and several categories of preserves. In addition, schools and the library are referenced here because of their importance as recreational facilities, although they are already mentioned for their primary uses in other elements of the general plan. Also included are trails and paths which are treated in more detail in the trails and paths element.

2302 Definitions

Community parks provide space for specialized activities which attract residents from the entire town. The size of the park depends upon the activities to be accommodated and the desired character of the park. Small sites are appropriate in intensively developed areas, particularly where the park functions as a part of a larger complex of community serving recreation facilities. Appropriate facilities include such items as community buildings, tennis courts, tot lots, swimming pools and athletic fields.

Community preserves are scenic areas kept essentially in a natural state for the benefit of the residents of the town. Such preserves provide visual pleasure and accommodate very limited access and use, such as trails and paths.

Other community designated areas include areas which have unique importance for community recreation, park or open space uses.

Neighborhood parks are local parks developed to meet the recreation needs of the local neighborhood.

Neighborhood preserves are local parks kept in their natural state, generally two to ten acres in size.

Scenic Corridors are broad linear bands of open space in which recreational type uses are compatible with the open space character and a thoroughfare is located.

Greenways are corridors of beauty, natural or enhanced by landscaping, through which riding and hiking trails, cycling and walking paths, or roads pass linking portions of the planning area.

Open space preserves (see open space element).

Residential open space preserves (see open space element).

Regional parks or private regional facilities are scenic areas of sufficient size to serve at least the Midpeninsula Area and are served by major circulation facilities. They are also on or near the boundaries of the planning area and thus can be reached without the necessity of traveling through the Town of Portola Valley, although, where necessary, additional access points in the town are appropriate under suitable conditions. These areas are important regional resources because of their intrinsic natural qualities.

- 2303 Those portions of the recreation element which can be represented graphically are shown on the comprehensive plan diagram, Part 5. The recreation proposals shown on the diagram are general and are not meant to portray precise locations. They are intended, however, to provide a guide for future specific actions in carrying out the plan.

Objectives

- 2304
1. To provide appropriate park, recreation and open space areas for community and neighborhood use in a manner designed to minimize the impact of excessive use upon the valley.
 2. To retain for visual enjoyment the uninterrupted flow of contour and wooded outlines of the skyline ridge.

3. To protect and enhance more intimate views for the enjoyment of local residents.
4. To preserve and, where appropriate, enhance and restore streams and streamsides, unique resources in the area, in a manner that will assure maximum retention of their value as wildlife habitat and provide for their use and enjoyment by local residents
5. To provide greenways along local corridors of movement.
6. To provide scenic corridors along routes of major movement.
7. To allow for regional use of scenic resources which are unique in the Midpeninsula and so located as to not conflict with the primary residential function of the town.

Principles

- 2305
1. Streams, streamsides, ponds and trails should be preserved as scenic open spaces through regulation, dedication and, where necessary, acquisition by the town.
 2. Parks and preserves should be designed and located to enhance the quality of living for local residents.
 3. Public school recreation facilities should be available for neighborhood use. For those areas not conveniently served by a neighborhood school, separate neighborhood preserves for limited local use should be provided.
 4. Community recreation needs should be met in park and recreation areas specifically adapted to local needs and interests.
 5. Scenic corridors should be developed so as to maximize scenic quality.
 6. Scenic corridors should be of a width suitable to preserve the natural quality of the area through which the corridor passes and provide space for appropriate uses.
 7. Scenic corridors and greenways should be developed in a manner affording a natural environment for those using them.
 8. Scenic corridors and greenways should also be designed to insulate residential areas from noise and activity on trafficways and to provide buffers between other incompatible uses.

9. (For principles relating to building scale, size and landscaping see the general principles section for the land use element.)
10. New residential subdivisions should provide for the clustering of residences so as to leave larger natural areas (residential open space preserves) undisturbed for visual enjoyment and limited local use. (See also the residential areas section in the land use element.)
11. If automobile access is necessary to a park, recreation area or open space, the location and design of the parking area should minimize the impact of traffic and parking on nearby residences.

Standards

- 2306
1. All residential areas should be served by a public park within a distance of 1/4 to 1/2 mile.
 2. The requirement of 1. above may be met by a neighborhood preserve or park, a portion of a greenway or scenic corridor, a public school with playground, a community preserve or park, an open space preserve, or a combination of these. In established areas where this requirement cannot be met, efforts should be made to provide public trails leading to at least one of these areas.
 3. Where possible, the acreage in public parks (community parks, community preserves, neighborhood preserves and portions of scenic corridors or greenways) serving residential areas should be not less than five percent of the total acreage of the residential areas served. For example, a 400 acre residential development should be served by no less than 20 acres of public park of the classes enumerated above.

Description

- 2307 Extensive parks, preserves, recreation areas and open spaces are proposed. Each proposal is based upon the natural resources of the planning area and related to the needs of residents. Specific recommendations are made for community parks, community preserves, neighborhood preserves, neighborhood parks, the Alpine Scenic Corridor, greenways, the Skyline Scenic Corridor, regional parks and private regional facilities. Also, institutions, local shopping and service centers, trails and paths and residential open space preserves are referenced because of their role in meeting recreation needs of the town.
- 2308 Major parks, recreation areas and open spaces for the planning area are shown on the comprehensive plan diagram, Part 5.

- 2309 Each park or recreation area is located so that its normal use will not interfere with adjoining uses or disturb the tranquillity of neighboring areas. Recreation areas and preserves within the town are served by access routes designed to minimize infringement of privacy of town residents.

Community Parks

- 2310 The town center is shown as including a community park (see "Other Institutional Uses" in the land use element). A variety of outdoor recreation uses exist and should continue, including but not limited to tennis, playing fields, and a little people's park. The location and size of the site makes it appropriate for community use.
- 2311 The Triangle Green Park at the intersection of Alpine and Portola Roads serves the community as a gathering spot, a place to stop and rest and as a visual entrance feature to the valley.
- 2311a Ford Park, across from Westridge Drive and within the Alpine Scenic Corridor, includes a little league baseball diamond, parking, trails and paths, and extensive natural areas for non-intensive recreation. The natural quality of much of this park is important in providing a natural setting when entering Portola Valley from the north.
- 2311b Rossotti Field, south of Arastradero Road and within the Alpine Scenic Corridor, is developed for soccer with ancillary parking. Planting and development should enhance the natural environment between Alpine Road and Los Trancos Creek.

Community Preserves

- 2312 The Orchard Preserve is an existing apple ranch known as the Jelich Ranch. It contains three historic structures included in the historic element: the Jelich house, the tank house and the Chilean Woodchopper's house. The property and structures help identify the rural nature of the town. If they ever cease to be in private ownership, the town should attempt to retain them as historic resources and open space for limited recreation and perhaps agricultural use.
- 2313 Meadow Preserve, proposed for the large field adjoining Portola Road and north of The Sequoias, lies astride the San Andreas Fault and is visually important to the entire quality of the valley. This preserve should be kept largely open, the existing character preserved, and present agricultural uses maintained. A southern portion of the preserve is owned by the Midpeninsula Regional Open Space District and is a part of the Windy Hill Open Space Preserve. A parking lot serving the preserve is planned in this area and should be designed to cause minimum conflicts with the

meadow and developed to be compatible with the natural setting to the maximum extent possible.

- 2314 The Morshead Preserve should capitalize on the natural and man-made features of the property. It is shown by symbol on the plan diagram without specific recommendations with regard to size or shape of the preserve.

- 2314a The Stables Preserve occupies a parcel between the town center and the Orchard Preserve. The boarding stable buildings are set back approximately 700 feet from Portola Road. The front part of the property is used for the training of horses and forms part of the open space corridor along Portola Road. The boarding stable is part of the recreation facilities in the town. Should the boarding stable ever cease, the town should attempt to see that the front part of the property along Portola Road be retained as open space.

Neighborhood Preserves

- 2315 A number of neighborhood preserves are shown on the plan diagram. The specific sites for two of the preserves, Ridge Rest and Frog Pond Park, are defined through the general development plan for the Portola Valley Ranch "planned community" zoning. A third preserve is proposed for an area that includes two existing lakes at the edge of Los Trancos Woods. The exact locations of the remaining preserves shown on the plan diagram for the as yet undeveloped lands of the town's western hillsides should be determined by the town when more precise plans are made for this area. The distribution indicated on the plan diagram generally provides a neighborhood preserve within a radius of from 1/4 to 1/2 miles of all potential residential sites. Steep grades and canyons have necessitated some modifications of required standards in a few instances. The preserves are intended to be largely natural.

Neighborhood Parks

- 2316 The existing Ladera neighborhood park, owned and operated by the Ladera Recreation District on land leased from Stanford University, functions jointly with the adjoining school owned by the Las Lomitas School District.

Alpine Scenic Corridor

- 2317 The Alpine Scenic Corridor includes Alpine Road and those portions of Los Trancos and San Francisquito creeks adjacent to the road. This corridor is of a different scale than the Skyline Scenic Corridor and will be primarily for the use of the residents of the planning area. A variety of uses would be compatible within the corridor, such as the existing tennis

and swim clubs, and riding and hiking trails. (See the Alpine Scenic Corridor Sub-area Plan.)

Greenways

- 2318 A number of greenways are proposed in the plan along natural features such as canyons, streams and woods. Roads, trails and paths can be located within these greenways, providing pleasant traveled ways.

Skyline Scenic Corridor

- 2319 The Skyline Scenic Corridor is one of two major regional facilities proposed within the town, the first being the Windy Hill Open Space Preserve. It would be composed of a broad band of natural area and would require controls over adjacent lands to assure compatibility with the corridor. A variety of uses would be appropriate in the corridor including scenic lookouts, trails and paths, and special scenic and natural scientific attractions. In addition to its primary function it would provide some local recreation. (See also the scenic roads and highways element.)

Regional Parks, Regional Open Spaces and Private Regional Facilities

- 2320 Existing facilities serving largely the Midpeninsula Area include the Stanford Golf Course.
- 2321 The Palo Alto Foothill Park is presently reserved by the City of Palo Alto for the use of residents of the city only. For the Portola Valley area, however, the park provides an important open space.
- 2322 The existing Family Farm private club provides a regional resource for a relatively few people and infrequent use, but is an important open space.
- 2323 The Windy Hill Open Space Preserve, owned by the Midpeninsula Regional Open Space District, provides an extensive open space and trail system with opportunities for nature study as well as hiking and scenic enjoyment.

Institutions

- 2324 The elementary and intermediate schools in the town are important recreation facilities and should be fully utilized in recreation programs. Similarly, the athletic facilities of the Priory school are of great importance to the town and should be scheduled for use by town groups without creating adverse impact on the surrounding residential areas. If additional elementary or intermediate schools are needed to serve the town, they should be developed to serve community recreation needs

and might include some features that could be jointly financed by the town and the school district.

- 2325 The existing three churches and any additional churches that might locate in the town should be encouraged to make facilities available to community groups for meetings. It is assumed, however, that the major activities at the churches will continue to be for the members of the church.
- 2326 The library provides for recreational reading and could include space for small meetings and displays.

Local Shopping and Service Centers

- 2327 The commercial centers provide some recreation potential. The uses in the centers and the designs should consider the possibility of providing acceptable recreation for youths. Shopping centers, if properly designed, can be attractive places for walking about and for special events of various sorts.

Trails and Paths

- 2328 The trails and paths are in themselves important recreation facilities. A very extensive system is proposed which provides access from residential areas to recreation facilities at schools, parks, etc., and between residential areas. The system provides pleasant routes for recreational travel through particularly scenic portions of the town. (See the trails and paths element.)

Residential Open Space Preserves

- 2329 The residential open space preserves, while not acceptable for general town-wide use, are important recreation assets since they provide undisturbed natural areas for visual enjoyment by all town residents. In addition, some of the preserves will be accessible for use by local residents, and some may accommodate public trails and paths. (See the residential areas section of the land use element.)

Housing Element

Introduction

- 2400 The housing element sets forth the goals and policies of the town with regard to housing and responds to the requirements of Government Code Section 65583. It is an update and revision of the housing element adopted by the Town of Portola Valley on March 27, 1985. This element addresses Portola Valley's share of regional housing need as estimated by the Association of Bay Area Governments in Housing Needs Determinations, January 1989. Data describing population, housing and household characteristics are from the 1980 U.S. Census and the California Department of Finance, supplemented and updated wherever possible with available local information.

Public Participation

- 2401 In September 1989, the town council appointed a housing advisory committee to work with the town council, planning commission and town planner in preparing a new housing element. The committee consisted of six members of the public representing different geographic areas and economic segments of the town. Homeowners, renters and institutions were represented. One council member and one planning commissioner participated as ex officio members. The housing advisory committee met as a committee six times starting in November 1989. It then participated in three joint study sessions with the town council and planning commission in March 1990. Public hearings on the draft element were held before both the planning commission and town council prior to submittal to the Department of Housing and Community Development (HCD) for review.
- 2402 After submitting the draft housing element to HCD for review, the town sent letters to every residence on May 9, 1990 and August 9, 1990

explaining the main provisions in the housing element and inviting participation in a long series of public meetings scheduled to discuss the issues prior to adoption. From May to October 1990, the planning commission held one and the town council held 12 meetings devoted all or in part to the housing element. Hundreds of people attended meetings and participated in the discussions through this time. Residents also joined in a field trip organized by the town council to see affordable housing projects in nearby Palo Alto. The housing element was revised in response to concerns raised during this extensive public debate and in response to the comments from HCD. Then starting in November 1990, the formal public hearings prior to adoption on December 19, 1990 were held before the planning commission and town council.

Consistency with Other General Plan Elements

- 2403 At adoption of this element, sections 2105 and 2146 of the land use element of the general plan will be revised for consistency with the housing element.

Evaluation of 1985 Element

Government Code Section 65588 (a): Each local government shall review its housing element as frequently as appropriate to evaluate the following: (1) the appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal, (2) the effectiveness of the housing element in attainment of the community's housing goals and objectives, (3) the progress of the [town] in implementation of the housing element.

- 2404 The goals, objectives and policies of the 1985 element were appropriate to conditions in the town but inadequate to contribute substantially to meeting the state housing goal.
- 2405 The element did not provide for the construction of affordable housing except through approval and construction of second units on lots of 2 acres or larger. This deficiency is corrected in the current element. The 1985 housing element has not been effective in attaining all the community's housing goals and objectives, not because the element is inadequate or poorly expresses the town's goals and objectives, but because explosive increases in the cost of housing during the 1980s put achievement of the goals beyond reach. Since January 1, 1980, 195 new housing units have been built in Portola Valley; more than the objective which was 156. According to ABAG projections, total housing production within the subregion including Portola Valley's spheres of influence has been almost exactly on target, with Portola Valley providing for a significant share of the need allocated to the unincorporated areas. The

considered affordable to these households are two guest houses and one mobile home.

- 2406 Town policies posed no significant constraints to meeting the total housing production goal. Ample residential land was zoned appropriately to meet the overall production goal. However, town policies regarding residential densities and strict conditions for constructing second units may have contributed to the shortfall in affordable housing construction. This updated element addresses these issues.

Housing Needs

Government Code 65583: The housing element shall contain all of the following: (a) An assessment of housing needs . . . The assessment . . . shall include the following: (1) Analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. (2) Analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition. . . (6) Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter.

Population Trends

- 2407 According to the California Department of Finance, 4,526 people lived in Portola Valley on January 1, 1989. During 1989, building permits for eight houses were issued in the town. Assuming that these houses have been built and are occupied at the 1989 estimated occupancy rate, the January 1, 1990 population is 4,549. Table 1 shows the growth in population since 1980. During the eleven years, the town's population increased by 610 people or a little over 15 percent.
- 2408 The estimated group quarters population is based on the 1980 Census count adjusted annually using data on the population at The Sequoias, a retirement community, reported by the town. The number includes some residents at the Woodside Priory, a Catholic boy's school. The decade saw steady, moderate population growth with no major shift in the proportion of population in group quarters or in the number of persons per household. Household size stayed small during the decade. Most of the population increase can be attributed to the construction and occupancy of new houses.

Most of the population increase can be attributed to the construction and occupancy of new houses.

Table 1. Population Growth, April 1, 1980 to January 1, 1990

Year	Total Population	% Increase Population	Population in Group Quarters	Population in Households	Persons per Household
1980	3,939		326	3,613	2.916
1981	3,988	1.24	331	3,657	2.909
1982	4,059	1.78	331	3,728	2.897
1983	4,079	0.49	336	3,743	2.908
1984	4,145	1.62	324	3,821	2.919
1985	4,185	0.97	301	3,884	2.931
1986	4,269	2.01	301	3,968	2.931
1987	4,379	2.58	338	4,041	2.922
1988	4,439	1.37	338	4,101	2.904
1989	4,526	1.96	333	4,193	2.904
1990	(4,549)	(0.51)	(333)	(4,216)	(2.904)

Source: California Department of Finance, Report E-5, "San Mateo County Population and Housing Estimates", January 1 of each year. 1990 figures estimated by William Spangle and Associates, Inc. based on building permits issued during 1989.

2409 Table 2 compares changes in the age distribution from 1960 to 1990. The 1990 percentages are estimates from ABAG's projection for San Mateo County adjusted for Portola Valley by assuming that Portola Valley's changes in age distribution during the 1980s were proportional to the county's. Under this assumption, the percentage in all the major age groups increased slightly except for children and teenagers between the ages of 5 and 19. The slight increase in the percentage of children under five is a reversal of a strong trend since 1960. The percentage of people over 65 continues to grow, but at a slower rate than in the 1960s and 1970s.

Table 2. Percentage Distribution by Age Group 1960, 1969, 1980, 1990

Age Group	1960	1969(a)	1980	1990(b)
Under 5	11.3	4.9	3.5	3.8
5-19	29.2	32	22.4	19.0
20-44	35.4	27.6	30.5	31.2
45-64	17.4	23.5	29.2	30.0
65+	6.7	11.9	14.4	16.0
Totals	100.0	99.9	100.0	100.0

(a) 1969 State Department of Finance Special Census for San Mateo County.

(b) Estimated assuming changes in age distribution from 1980 to 1990 in Portola Valley have been proportional to the distribution for San Mateo County projected by ABAG in "Projections 1990", December 1989.

Employment Trends

- 2410 The best source of current employment information is ABAG's Projections 90 which reports data for a "subregion" comprised of two 1980 census tracts which include Portola Valley and its two spheres of influence. According to the 1980 Census, this subregion had 3,144 residents over fifteen years old who were employed in 1980. Of these, 1,921 (61.1 percent) lived within the town. ABAG's Projections 90 estimates that this subregion now has 3,700 employed residents. Assuming the town's share of employed residents is the same as in 1980 and that ABAG's projections are accurate, Portola Valley currently has 2,261 employed residents over the age of fifteen—about half of the estimated 1990 population.
- 2411 In 1980, 1,801 employed residents reported place of employment. Almost 50 percent worked in the town or some other place in San Mateo County. Most of the rest worked outside of the San Francisco SMSA, probably in northern Santa Clara County. Table 3 lists place of employment of all employed residents in 1980, extrapolated to 1990 by assuming the percent distribution in 1990 is the same as in 1980. According to this method, 400 Portola Valley residents work in the town.

Table 3. Place of Employment, 1980 and 1990

<i>Location</i>	<i>1980</i>	<i>Percent</i>	<i>1990</i>
Portola Valley	319	17.7	400
Rest of San Mateo County	566	31.4	710
Rest of San Francisco SMSA	184	10.2	231
Outside of SMSA	732	40.7	920
<i>Total</i>	<i>1,801</i>	<i>100.0</i>	<i>2,261</i>

Source: 1980 U.S. Census; William Spangle and Associates, Inc. for 1990 estimate.

- 2412 ABAG's Projections 90 indicates that the subregion had 1,074 jobs in 1980. In 1981, the town surveyed 60 employers in town and found a total of 470 full-time jobs. The survey covered all public and private enterprises in the town except for four very small businesses. The town, thus had a little under 45 percent of the jobs in the subregion. This makes sense considering that the major employment center is in Ladera, outside the town limits.
- 2413 ABAG projects that the subregion has 1,150 jobs in 1990. Assuming that 45 percent of these jobs are in the town and that ABAG's projections are accurate, the town now has 518 full-time jobs. Employment growth in the town has been slow and, under current plans will continue to be slow. Only 18 acres of land are planned and zoned for commercial and office

uses, and most of that land is developed. The town continues to provide housing for people who work elsewhere, helping to relieve the jobs/housing imbalance in other Peninsula cities which have more jobs than employed residents.

- 2414 A problem arises, however, because many of the jobs provided in the town are filled by non-residents, in part because the employees cannot afford to live in town. A phone survey conducted in February 1990 of town government, the school district and two institutional employers in town revealed that most of their employees do not earn enough to afford market-rate housing in San Mateo County, let alone in the town. As summarized in Table 4, the four institutions employed 179 full-time and 80 part-time people of which 37 lived in town. Only five of the employees receive incomes classified as "above moderate" by the state for a family of three in San Mateo County. Most of the full-time employees received incomes in the "moderate" or "low" income category. Most of the employees receiving "very low" incomes are working part-time. Information from the survey is summarized below:

Table 4. Employees and Incomes (a)

	<i>Employees</i>			<i>Live in town</i>	<i>Very Low <\$22,250</i>	<i>Low <\$30,600</i>	<i>Moderate <\$47,500</i>	<i>Above Moderate</i>
	<i>Full</i>	<i>Part</i>	<i>Total</i>					
Town	7	3	10	1	3	5	2	0
School District	40	11	51	10	0	12	16	3
Sequoias(b)	102	58	160	14	81	12	7	0
Priory	30	8	38	12	21	7	8	2
<i>Totals</i>	179	80	259	37	105	36	33	5

(a) Income limits are for a family of 3 in San Mateo County, as defined by California Department of Housing and Community Development, February 1989. Income data were not reported for all employees.

(b) Income data is reported for 100 full-time employees.

Source: Telephone Survey, February 1990.

1. The Town of Portola Valley employs seven people full-time, three part-time and two on an occasional basis. Occasional employees are not included in Table 4. Salaries for the full-time people range from to \$27,696 to \$42,528 with only two people earning more than \$30,000 per year. None of the full-time staff live in town; one part-time employee rents in town. Part-timers receive about \$10 per hour; occasional employees about \$5.

2. The Portola Valley School District employs 51 people – 40 full-time and 11 part-time. These include 26 full-time and 10 part-time teachers with an average full-time salary of \$42,800; 11 full-time and 1 part-time classified employees with an average full-time salary of \$25,300; and 3 administrators, all with salaries over \$48,000. Ten of the teachers and classified employees live in the town. Table 4 categorizes the incomes of the employees by average salaries, although most individuals have incomes above or below the averages. In addition to the employees shown in Table 4, the district employs many classroom aides for 8 hours per week at \$7 per hour. Most of the aides are parents and reside in the town.
3. The Sequoias, a retirement community, with 323 residents, has a total of 160 employees; 102 are full-time, 10 are part-time with benefits, and 48 are considered casual, including teenagers from town who work in the dining hall. Salaries for nurses, health care professionals, administrators and other full-time employees are comparable to those in similar facilities. However, all are below the limits for market housing in San Mateo County, and only 7 full-time employees live in town.
4. Woodside Priory, a Catholic boy's school with 110 students (48 boarding), employs 30 full-time and 8 part-time people. Two have above moderate incomes; the rest have moderate, low or very low incomes. The school provides housing at affordable rents for eight of the employees to live on campus. The rest live outside of Portola Valley.

2415 There are other employers in town, and given the estimate that 400 Portola Valley residents work in town, many must have employees who live in town. Also, some residents are self-employed and work at home. The limited survey reveals, however, that those who administer the town's affairs, teach its children and care for its elderly, by and large, cannot afford to live in the town. Over 200 people working in town cannot afford to live here. This is a significant area of housing need which is addressed in the housing policies and program.

Housing Characteristics

2416 Portola Valley is a community of detached single-family houses on parcels ranging in size from 15,000 square feet to 2 1/2 acres or larger. Under conditions specified in the general plan and land use regulations, the town permits cluster development, guest houses on single-family parcels, second units within single-family houses, shared living arrangements and manufactured (mobile) homes. The location and density of housing development is controlled primarily by natural

conditions, particularly the San Andreas fault, which crosses through the town, and steep and potentially unstable slopes.

- 2417 From 1960 to 1980, the town's housing supply doubled while its population grew by 82 percent. During this time, average household size dropped from 3.66 to 2.92; however, during the 1980s, the Department of Finance shows little change in the average household size. The number of housing units increased by 195 from 1284 in 1980 to 1479 in 1989, an average of 19.5 units per year. The number of both people and housing units increased by about 15 percent during the decade.
- 2418 Table 5 summarizes Portola Valley's housing supply during the 1980s as estimated by the Department of Finance. The 1980 U.S. Census showed that Portola Valley had 71 multifamily units, 63 of them in complexes with 5 or more units. This is an error which has been continued by the Department of Finance in its annual housing unit count. One mobile home was added during the 1980s along with 194 single-family houses; 25 of the houses were guest houses with kitchens added as second units under terms of conditional use permits on parcels with existing single-family houses. In 1980, 1,142 (92 percent) of the occupied housing units were occupied by owners and 97 (8 percent) by renters. There is no information to indicate that the ratio of owners to renters has significantly changed during the decade. Therefore, in 1989 approximately 1328 housing units were probably occupied by owners and 116 by renters. Many of the renter-occupied units were probably guest houses.

Table 5. Housing Units, 1980 to 1990

	Total Units	Added Units	Single Family	Multifamily		Mobile Home s	Vacant Units	House holds	Pop/ HH
				2-4	5+				
1980	1,284		1,213	8	63	0	45	1,239	2.92
1981	1,295	11	1,224	8	63	0	38	1,257	2.91
1982	1,334	39	1,263	8	63	0	47	1,287	2.90
1983	1,341	7	1,269	8	63	1	54	1,287	2.91
1984	1,345	4	1,273	8	63	1	36	1,309	2.92
1985	1,375	30	1,303	8	63	1	50	1,325	2.93
1986	1,410	35	1,338	8	63	1	56	1,354	2.93
1987	1,430	20	1,358	8	63	1	47	1,383	2.92
1988	1,461	31	1,389	8	63	1	49	1,412	2.90
1989	1,479	18	1,407	8	63	1	35	1,444	2.90

Source: California Department of Finance, Demographic Research Unit, Report E-5, San Mateo County Population and Housing Estimates, April 1 1980, January 1, 1984-89.

- 2419 In 1984, ABAG estimated that the Portola Valley "subregion" needed to provide 259 housing units between 1980 and 1990, of which 156 would be within the town limits. The 195 units added to the town since 1980 more than meet the town's need. ABAG's Projections 90 indicate that the subregion had 2054 households in 1980 and a projected 2270 households in 1990 for an increase of 216. The 216 households combined with 43 vacant units (Portola Valley's average was 46 during the 1980's) gives a total of 259 units. It appears that housing production in the subregion has been adequate to meet the projected need.
- 2420 **Overcrowded Households.** The U.S. Census defines "overcrowding" as 1.01 or more persons per room occupying a housing unit. Under this definition, Portola Valley had 10 overcrowded housing units in 1980 occupied by 55 people. Seventeen of the people were in two overcrowded rental units; the rest were in owner-occupied housing.
- 2421 Most houses in Portola Valley are large. The 1980 Census reports that 80 percent of the housing units had six or more rooms ("rooms" do not include bathrooms, storage areas, or areas separated by less than a floor to ceiling partition). New units constructed between 1985 and 1990 have averaged about 5,000 square feet. The trend before 1980 toward smaller household size seems to have stabilized at about 2.9 persons per household. Yet, with the increasing size of new houses and the large number of housing additions during the 1980's, those 2.9 person households are occupying more and more space.
- 2422 **Housing Condition.** Most housing in Portola Valley is in good condition. The 1980 Census shows 4 units lacking complete plumbing facilities. Only two were occupied; both by owners. The 1980 U.S. Census lists 105 housing units built before 1940. Thirty-five of these were occupied by renters. Older houses appear to be a significant source of rental housing in town. Some of these may be converted accessory structures on single-family parcels.
- 2423 Many houses in town are not visible from public roads making "windshield" surveys of housing condition difficult and partial. However, building permit records indicate a consistently high volume of remodeling and additions. The high value of properties in the town leads to a high level of maintenance, and over any significant period of time, the private market eliminates substandard conditions. None of the information available to the town indicates a significant problem with housing condition.

Housing Affordability

- 2424 In the 1980 U.S. Census, "affordable housing" is defined as housing that costs 25 percent or less of a household's monthly income. Households with above moderate income have numerous housing choices and may choose to pay more than 25 percent of their income for housing. The primary concern is for households with moderate, low and very low incomes that have few choices in the housing market.
- 2425 In 1980, the regional median household income was \$20,607. Low income households are defined as those with incomes at 80 percent or less of the regional median, in this case \$16,486 or less. According to this definition, Portola Valley had 115 low income households in 1980, including 69 homeowners and 46 renters. As shown in Table 6, the 1980 U.S. Census indicates that 59 of the low income households in Portola Valley were paying more than 25 percent of their income for housing.

Table 6. Low Income Households Overpaying for Housing – 1980

	<i>Total Households</i>	<i>Low income Households</i>	<i>Low income HH's Overpaying</i>	<i>Proportion Low income HH's Overpaying</i>
Owner	1,239	69	42	0.61
Rental	97	46	17	0.37
<i>Totals</i>	<i>1,336</i>	<i>115</i>	<i>59</i>	<i>0.51</i>

Source: U.S. Census, 1980 as presented in ABAG, *Housing Needs Determinations*, 1989, p. 81.

- 2426 In most cities and counties the proportion of low income renters overpaying is significantly higher than the proportion of low income owners. In Portola Valley the reverse is true. There are not many rental households and, although half of them are low income households, only a small proportion of the low income households are overpaying. Many rental units in the town are guest houses or some type of second unit. In 1980, 10 were offered for "no cash rent", presumably to persons employed by the property owner. It is harder to explain overpayment by low income homeowners. Many are probably retired residents or divorced single parents facing reduced incomes.
- 2427 What has happened to affordability since the 1980 U.S. Census? Every indication is that the situation is worse today. Income data is very difficult to get. The California Department of Housing and Community Development estimates that average household income statewide increased 77 percent from 1980 to 1989. According to ABAG's Projections 90 the average household income (in constant 1988 dollars) in Portola Valley increased from \$93,038 in 1980 to \$97,800 in 1990, an increase of

only 5.1 percent. In the San Mateo County, the projected increase is from \$45,209 to \$51,700, or 14.4 percent.

- 2428 The July 14, 1982 *Country Almanac* listed 11 homes for sale in Portola Valley with asking prices between \$239,000 and \$750,000 and averaging \$511,000. The February 14, 1990 *Country Almanac* listed 12 homes for sale in Portola Valley with asking prices between \$429,500 for a two-bedroom, one-bath home and \$2,350,000 for a five-bedroom, seven-bath home. The average was \$1,310,600. Assuming, the relationship between asking and sales prices has remained constant, the average cost of a house in Portola Valley has more than doubled in the last 7 1/2 years. None of the housing for sale in February 1990 would be considered affordable by households with moderate or below incomes under typical financing terms. It appears that housing prices have been increasing at a faster rate than incomes; however, in the second half of 1990 prices have flattened and/or decreased and this trend is expected to continue in the near future.

ABAG Housing Needs Determination

- 2429 Every five years, ABAG is required by the state to determine how much housing, available to all income levels, is needed in the region and to allocate shares of the estimated need to the cities and counties in the region. ABAG allocates housing need to "subregions," which in Portola Valley's case was an allocation of 161, including the town and its spheres of influence – unincorporated Ladera and the Los Trancos Woods-Vista Verde area. The town council considered the housing needs numbers at its regular meeting on November 16, 1988. On February 6, 1989, the town sent a letter to ABAG agreeing to "make a 'sustained and serious' effort to meet the housing needs, particularly of persons employed within the town", but also requesting that the housing needs numbers be revised to exclude the need for the unincorporated area (see Appendix 8).
- 2430 The town was told by ABAG that a revision in the needs numbers was not required for such a purpose and that the proper way to handle the problem was to request a "technical split" when work on the housing element began. This was done and a letter from ABAG authorizing the split was sent on November 29, 1989 (see Appendix 8). Subsequently, staff at HCD asked to review the question, and, in a letter dated February 5, 1990, HCD disagreed with ABAG's decision (see Appendix 8).
- 2431 Then, the San Mateo County Planning Division completed its calculations of the county's housing need. ABAG allocates housing need to the county only for the rural areas which are not in an urban sphere of influence. The rest is allocated to the cities. However, San Mateo County recognizes its responsibility to plan for the unincorporated spheres of influence and accepts the housing need allocated to these areas. In June 1990, San Mateo County distributed a list specifying the share of each city's

housing need which would be assumed by the county. The list indicates the county's commitment to plan for 63 of the 161 housing units allocated by ABAG to the Portola Valley subregion (see Appendix 8).

- 2432 Table 7 shows the housing need, by income category, allocated to the subregion, the need assumed by San Mateo County, and the remaining need which pertains to the town. Portola Valley accepts ABAG's allocation of housing need to the subregion as a commitment to be met jointly by San Mateo County and the Town of Portola Valley. The town further accepts San Mateo County's calculation of the county's share of that need. In accepting these allocations, the town assumes responsibility for making suitable sites available, within the town limits, to meet the need pertaining to the incorporated town.

Table 7. Housing Needs in Portola Valley and the Subregion, 1988-1995

<i>Household Income</i>	<i>% Regional Median Income</i>	<i>% of Unit</i>	<i>Allocated to Subregion</i>	<i>Assumed by San Mateo Co</i>	<i>Portola Valley Need</i>
very low	under 51%	15%	24	9	15
low	51-80%	12%	19	7	12
moderate	81-120%	17%	27	11	16
above moderate	over 120%	56%	91	36	55
<i>Totals</i>		100%	161	63	98

Source: ABAG, *Housing Need Determinations, January 1989*; San Mateo County Planning Division, *Existing and Projected Housing Needs, 1988-1995, San Mateo County and Cities, received July 18 1990.*

- 2433 The housing needs numbers are for a seven-year period from 1988 to 1995; two years have already passed. In 1988 and 1989, 26 new houses were built in Portola Valley. That leaves 72 units to be provided from 1990 to 1995, about 15 per year. That rate of housing production is reasonable in terms of past rates in the town. The town assumes that 55 or more above moderate housing units will be provided without significant public intervention or changes in town policy. The challenge will be to provide sites for 43 units of housing affordable to moderate, low and very low income households.
- 2434 Table 8 shows current (February 1990) income limits used to qualify for assistance from federal and state housing programs. The income limits vary with household size. The table lists the limits for one-, two-, three-, and four-person households. The maximum income to qualify for housing assistance in San Mateo County ranges from \$38,300 for a person living alone to \$54,700 for a four-person household.

Table 8. Income Limits (a) and Affordable Monthly Housing Costs (b)

Number in Household	Maximum Income & Housing Cost	Income Categories		
		Very Low	Low	Moderate
1	Income Limit Housing Cost	\$18,100 \$452	\$25,000 \$625	\$38,300 \$957
2	Income Limit Housing Cost	\$20,700 \$517	\$28,550 \$714	\$43,800 \$1,095
3	Income Limit Housing Cost	\$23,250 \$581	\$32,150 \$804	\$49,250 \$1,231
4	Income Limit Housing Cost	\$25,850 \$646	\$35,700 \$893	\$54,700 \$1,367

(a) From California Department of Housing and Community Development, income limits for San Mateo County, February 1990.

(b) Assumes affordable housing costs no more 30 percent of monthly income.

2435 Federal housing programs consider housing affordable if total monthly housing costs (including taxes, insurance, utilities, an allowance for maintenance and repairs, etc.) do not exceed 30 percent of household income. Using this guideline, Table 8 also shows the maximum monthly payment a household in each income category can afford for housing. The range is from \$452 for a one-person, very low income household to \$1,367 for a four-person, moderate income household. The policies and programs in this element are designed to provide affordable housing within these income limits, which are updated annually by the California Department of Housing and Community Development.

Special Housing Needs

2436 The housing needs numbers from ABAG address only overall housing need and affordability. However, suitable housing is more than affordable; it also must meet other needs of households. Some special housing needs are defined in the following sections.

2437 **Handicapped.** According the 1980 U.S. Census, 122 people living in Portola Valley suffered a "work disability". Of these, 54 were working and 38 were not, although 12 of the 38 could have worked. Also, 61 people had a "public transportation disability" including 49 people 65 years or older. The Center for Independent Living in Belmont provides services for disabled people in San Mateo County. According to its records, the center has no clients in Portola Valley. The town has no data to indicate that housing for handicapped persons is a significant unmet need in town.

- 2438 **Elderly.** Portola Valley's population continues to age. In 1980, 567 people, comprising 14.4 percent of the town's population, were 65 years or older. Based on ABAG's Projections 90, 728 or 16 percent of the 1990 population are 65 or older in 1990 (see Table 2). In 1990, 323 senior citizens lived at Sequoias; the rest (405 people) were living in single-family houses in the community. They probably constitute a majority of the lower income households in the town. Many are undoubtedly living in houses that are much bigger than they want or need. Long-term older residents often have paid-up mortgages or low mortgage payments and, under Proposition 13 provisions, low property taxes. Some literally cannot afford to move. Some residents with long ties to the community may be forced by a shortage of suitable senior housing in town, in any price range, to move out of the area as they get older.
- 2439 The Sequoias, a buy-in retirement community in town operated by the Presbyterian Church, was home to 323 senior citizens in January 1990. The minimum age to enter is 62, but most people are in their 70s when they enter. Current residents average 84 years old and can expect to remain at Sequoias an average of 15 years. The facility provides common dining and medical care geared to various levels of need. The cost to enter ranges from \$39,000 to \$200,000 for housing, three daily meals and medical care for life. In addition, monthly costs range from about \$900 for a studio to \$1400 for a two-bedroom unit. If a resident runs out of resources during his or her tenure, the church subsidizes costs for the rest of his or her life. Seven hundred people are on the waiting list for a place at the Sequoias. Sequoias sent a survey to its residents in January 1990 regarding their incomes. As of February 15, 62.5 percent had replied, indicating that 52, or over one-fourth, had low or very low incomes. Table 9 summarizes the survey results.
- 2440 The Sequoias is interested in increasing its ability to serve the needs of senior citizens, particularly lower income seniors, in Portola Valley through possible expansion at its current site or some other site in town, through provision of services to help older people stay in their homes as long as they wish, and through support for possible shared housing or congregate care arrangements in town. Town officials have discussed and will continue to discuss these and other issues with the Sequoia staff and other county organizations that provide services to the elderly as part of their commitment to help meet the housing needs of the community's older residents. The long waiting list at the Sequoias is a strong indication of the need for additional housing options for the town's older residents. Housing programs in this element to expand housing choices for elderly people in the town include liberalizing second unit regulations, supporting options for shared living and congregate care, and opening the door to possible expansion of the Sequoias.

Table 9. Incomes of Sequoia Residents by Type of Unit

<i>Single People</i> <i>Type of Unit</i>	<i>Very Low*</i> <i><\$17,350</i>	<i>Low*</i> <i><\$23,800</i>	<i>Above Low*</i> <i>\$23,800+</i>	<i>Totals</i>
Studio	16	12	22	50
1 Bedroom	2	10	35	47
2 Bedroom			7	7
<i>Couples (number of people listed)</i> <i>Type of Unit</i>	<i><\$19,800</i>	<i><\$27,200</i>	<i>\$27,200+</i>	
Studio	4		2	6
1 Bedroom	2	4	30	36
2 Bedroom		2	54	56
<i>Total Residents</i>	<i>24</i>	<i>28</i>	<i>150</i>	<i>202</i>

* The survey and classification of Sequoias' residents was done before the February 1990 income limits were released by HCD. These are the February 1989 income limits for one- and two-person households in San Mateo County.

- 2441 **Large Households.** Most of the housing in town is well-suited to large families. In 1980, about 80 percent of the housing units had 6 or more rooms. During the 1980s, new construction added larger houses to the town. In the early part of the decade, new houses ranged in size from 2,500 to 4,000 square feet with an average about 3,500 square feet. This was the time when most of the houses at Portola Valley Ranch were built. In the late 1980s, most applications were for houses between 4,500 and 6,000 square feet, with an average over 5,000 square feet. Increasingly, the town is facing proposals to tear down existing houses to construct very large new ones. The town has enough houses for large households and there is no information to indicate a significant unmet need.
- 2442 **Farmworkers.** The 1980 U.S. Census shows 37 Portola Valley residents working in agriculture, forestry, fisheries and mining. Twenty-three list their occupation as farming, forestry and fishing. ABAG's Projections 90 estimates the subregion had 205 jobs in agriculture and mining in 1980, which will decrease to 190 in 1990. Webb Ranch, on unincorporated land owned by Stanford University, is the major employer of farmworkers in the subregion. Farmworker housing is provided on the ranch. No significant need for farmworker housing has been identified within Portola Valley.
- 2443 **Female-headed Households.** The 1980 U.S. Census shows that 137 households or 11.1 percent of all households in Portola Valley were headed by women. Of these, 61 were one-person households, 59 family households and 17 non-family households. The census also shows that 13 families in Portola Valley had incomes below the poverty line in 1980, and that 7 of these were headed by women. Households headed by

women typically have less income than households headed by men. In Portola Valley, most are probably composed of widows and divorced women, often with dependent children. Thirty-eight of the family households headed by women in 1980 had children under 18. A local realtor estimates that most of the rooms rented in town are in houses owned by single women, often recently divorced and maintaining a home on a reduced income. In this way, they are providing shelter at much more affordable rates than typical in town, while at the same time meeting their own housing needs. The housing stock is suitable and housing is available in town for households headed by women. There is no information available to indicate a significant unmet need.

- 2444 **Homeless.** A survey of the three local churches was conducted in summer 1989 to identify the homeless. The results are:

Our Lady of the Wayside identified one homeless person living in the town and noted that, in a typical six month period, six to eight transients come to the door and are assisted.

Portola Valley Presbyterian identified one homeless person who lives in a chicken coop and works for various people in town. Once in a while, homeless people pass through the town and ask the church for handouts which the church provides.

Christ Church was unaware of any homeless people in town. A few transients pass through and ask for handouts. The church has a small budget to help the homeless and provides food and lodging for a night. Churches in Portola Valley offer limited assistance. They are not directly facing a large need and are able to address the need as it arises. No town policies or regulations constrain their assistance to the homeless.

- 2445 **Rehabilitation.** The needs analysis identifies very little need for rehabilitation or of existing housing units. However, the program to legalize existing second units is an effort to conserve that important part of both the rental and affordable housing stock. Up to 56 to 85 units could be legalized; 42 to 64 of them affordable. The amnesty period will be between 1990 and 1995.

- 2446 **Affordability for Subsidized Units.** The town currently has no housing units subsidized with public funds, and therefore no need to protect the affordability of subsidized units.

Sites Suitable for Housing

Government Code Section 65583: "The element shall contain all of the following: . . . (3) An inventory of land suitable for residential development, including vacant sites and sites having potential for

redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites."

- 2447 Under the current general plan, Portola Valley has land available for about 300 additional housing units. At a development rate of 15 units per year, this is enough land for the next 20 years. Table 10 summarizes the town's capacity to accommodate additional housing on vacant land in each of the nine residential areas within the town limits. The capacities are based on the general plan, zoning ordinance and land use regulations. The town's regulations adjust permitted density according to slope and hillside stability characteristics. Geologic investigations undertaken prior to development may indicate that more or fewer units can be built on a site. These regulations play an increasingly important role in determining the town's development potential as most of the flat and stable land has already been developed. Also, the town requires setbacks from the San Andreas fault consistent with the Alquist-Priolo Special Studies Zones Act. Much of the potential in the R-1 areas is on scattered single lots dispersed throughout the older developed part of town. Most of the vacant lots in Woodside Highlands cannot be developed now because they are inadequate for on-site septic systems and the area is not served by sewers. Planning is underway to bring sewers to this part of town, but construction is unlikely to be completed by 1995. The potential in the Upper Western Hills is seriously constrained by slope and unstable hillsides and in the Lower Western Hills by unstable slopes and the San Andreas fault.

Table 10. Housing Capacity by Residential Area, May 1990

<i>Residential Area</i>	<i>Zoning and Minimum Lot Size</i>	<i>Total Capacity</i>	<i>Existing Units</i>	<i>Remaining Units</i>
1 Brookside	R-1 (15,000 s.f.)	185	181	4
2 Woodside Highlands	R-1 (20,000 s.f. to 1 ac.)	99	90	9
3 Portola Redwoods	R-1 (20,000 s.f.)	33	30	3
6 Willowbrook	R-E (1 acre)	55	54	1
7 Arrowhead/Alpine etc.	R-E (1 acre)	620	547	73
8 Westridge	R-E (2 to 2.5 ac.)	317	267	50
9 Portola Valley Ranch	PC (2 acres)	242 (205 PVR)	196	46
11 Lower Western Hills	R-E (2 acres)	124	54	70
12 Upper Western Hills	M-R (3 acres)	57	10	47
<i>Housing Units</i>		1,732	1,429	303

Source: William Spangle and Associates, Inc., Memorandum re holding capacity revisions, June 14, 1990, reclassified by planning area, August 1990.

- 2448 There is little potential for redevelopment in the town. The town has two small commercial areas, but most of the land is developed or

approved for development for commercial uses. Some owners are removing older single family homes and replacing them with larger and more lavish homes. This trend decreases, rather than increases, affordability. The town does not have any surplus public lands. The school site and Town Center are fully utilized.

- 2449 Under market conditions, one would expect 75 to 100 of these potential housing units to be built in the five years from 1990 to 1995 – none of them affordable to moderate, low or very low income households. Increasing density alone will not lead to affordable housing units. Because of the desirability of Portola Valley as a place to live, units at any density would be priced beyond the affordable range. This element sets forth three programs to overcome this very strong market condition and make sites available for affordable housing. The programs, described in detail in the section, "Housing Programs and Quantified Objectives, 1990-1995", are: (1) adoption of inclusionary lot requirements, (2) provision for multifamily affordable housing, and (3) adoption of new second unit regulations. Sites made available for affordable housing under each of these programs are described in the following sections.

Inclusionary Lots

- 2450 The town will require that 15 percent of the lots in all new subdivisions of seven lots or more be provided at no cost to the town for affordable housing. In subdivisions of fewer than seven lots, the subdivider may chose to provide either one lot or an in lieu payment of 15 percent of the value of the improved lots. A density bonus of 10 percent would be granted to subdividers required to provide the inclusionary lots. Up to four attached or detached housing units would be permitted on each inclusionary lot. The lots would be transferred by the town to a non-profit housing corporation for development of the units. Deed restrictions to keep the units affordable will be placed on the sale of the units. As shown in Table 11 and on the map in Appendix 8, eight properties in town have the potential for subdivisions of seven or more lots. With the inclusionary requirement, these eight properties provide a maximum of 26 lots for development of 104 affordable housing units.

Table 11. Potential Subdivisions with 7 or More Lots

Properties	Acres	Lots Permitted	15% Inclusionary		10% Bonus Lots*	Total Lots	Probable Timing
			Lots*	Units			
Melchor	228	28	4	16	2	30	after 1995
Morshead	356	24	3	12	2	26	after 1995
Corte Madera	209	22	3	12	2	24	after 1995
Fogarty	215	18	2	8	1	19	after 1995
P.V. Estates	264	27	4	16	2	29	1990-95
Stanford	89	27	4	16	2	29	1990-95
Woods	78	23	3	12	2	25	after 1995
Priory	26	23	3	12	2	25	after 1995
	1,465	192	26	104	15	207	

* Fractions of lots are disregarded. The program provides for an in lieu payment for fractional inclusionary lots. Fractional bonus lots may be used to partly offset in lieu payments.

- 2451 The capacity of the eight properties under current zoning and regulations is 192 units. The number of building sites is low relative to the acreage because most of the land is very difficult to develop. These sites have geologic problems, difficult access, lack of sewers, steep slopes, or other constraints that make reasonably safe development difficult and expensive. However, all the properties have areas within them which are safe for development. With careful subdivision design and clustering of units, the bonus lots, plus fully improved sites for inclusionary housing can be provided on these properties. Development of these parcels could occur anytime, but only one, Portola Valley Estates, is considered highly likely to be developed within the time frame of this element (1990-95). A second, the Stanford Wedge, is also considered by the town as a possibility in the 1990-95 period. These two properties could result in the creation of 58 lots, an annual average of 11.6 lots. This rate of subdivision is supported by the fact that from 1975 to 1990 an average of 20 lots were created per year.

Sites for Multifamily Affordable Housing

- 2452 With adoption of this element, the town creates a designation allowing multifamily affordable housing as an option on three sites: The Sequoias, Woodside Priory, and Stanford Wedge (see map in Appendix 8). The option can be exercised only for the purpose of providing affordable housing. Multifamily affordable development can occur on Woodside Priory or Stanford Wedge through the PUD process and at The Sequoias through amendment of the existing conditional use permit which controls development on the site. The total floor area of multifamily

development on each site would under no circumstances exceed that permitted for single homes, and should probably be less. The overall size, density, design and siting of any proposed multifamily project shall be carefully evaluated prior to approval to ensure that environmental impacts are within acceptable levels. All the potential sites have suitable infrastructure (road capacity, sewers, water, etc.) to accommodate multifamily development within the limits set forth below:

- 2453 **The Sequoias.** The Sequoias Retirement Community, built before the town was incorporated, contains a multifamily development of 226 independent living units for senior citizens. Northern California Presbyterian Homes, Inc., which owns and operates the Sequoias, wishes to expand, but the San Andreas Fault and landslide deposits severely limit expansion possibilities. There are, however, approximately 2.5 acres of vacant land which can be considered for expansion. The maximum density permitted would be 20 units per acre. Assuming geologic studies show that all 2.5 acres can be developed, the site could accommodate up to 50 new units.
- 2454 **The Woodside Priory.** The Woodside Priory, a Catholic boys boarding school, has received lands adjacent to its original holdings in town which are not dedicated solely for educational purposes. The Priory has expressed interest in selling and/or developing some or all of these lands. The school and town are specifically interested in affordable housing. As noted in Table 11, however, the site could alternatively be developed for single family housing. The available lands total 26.3 acres which are zoned R-E 1 with a minimum lot size of 1 acre. Applying slope-density regulations yields a total capacity of 23 lots with a total maximum permitted floor area of 105,202 square feet. Other site factors or the application of other town regulations may indicate development at less than the theoretical maximum based on floor area alone.
- 2455 The town intends that multifamily development on Priory lands be located close to and with access from Portola Road. A significant open space buffer would need to be maintained between any multifamily development on Priory lands and adjacent residential lots. Development of the property should be located, designed, and landscaped to preserve the scenic quality of the site, particularly as viewed from Portola Road.
- 2456 **Stanford Wedge.** This 89-acre site, owned by Stanford University, is located on Alpine Road between Westridge Drive and Golden Oaks. Although much of the parcel is very steep, a portion located near Alpine Road appears suitable for multifamily development. The parcel is zoned R-E with a 3.5 acre minimum lot size and can accommodate up to a maximum of 27 single family homes with a maximum floor area of 186,759 square feet under current town regulations. Under the

multifamily affordable housing option, multifamily development could not exceed this floor area. A reasonable number of units for the property might be significantly less when all site factors, neighboring land uses and traffic, are taken into consideration.

- 2457 The 89-acre Stanford Wedge is also listed on Table 11 as a potential subdivision. If Stanford decides to have the property developed, it has the option of a single family residential subdivision or a multifamily affordable housing project. Since this decision is largely up to Stanford, the housing element recognizes both options. Town policy, however, is to encourage the multifamily affordable housing alternative. The town favors a cluster development for this site with housing units concentrated on about five acres near, but well screened from, Alpine Road and the remainder of the site maintained as common open space. No access to the site would be permitted from other than Alpine Road.

Sites for Second Units

- 2458 Second housing units, either attached to the main residence or in a separate structure, provide much-needed rental housing that is often within the reach of moderate, low and, sometimes, very low income households. Under current town regulations, guest houses (second units) without kitchens are permitted only on parcels with one or more acres and guest houses with kitchens are permitted on parcels with two or more acres. No guest houses are permitted on lots with less than one acre. Guest houses with kitchens are permitted on the 535 lots in zoning districts requiring two or more acres per housing unit (see Table 10). The town has issued permits for 25 such units since the ordinance permitting them was adopted in 1979. Town regulations will be changed to permit, with a conditional use permit, second units with kitchens on all parcels of one acre or more (see map in Appendix 8). This will allow second units on another 675 lots with one to two acres, more than doubling the number of lots available for second units. An amnesty program to legalize existing second units will also be put into effect as described in Program 4.

Constraints on Housing

Government Code, Section 65583: (4) Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. (5) Analysis of potential and actual non-governmental constraints upon the maintenance, improvement, or

development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

Government Constraints

- 2459 The town's ability to provide adequate sites for affordable housing is constrained by its policies and regulations based on environmental factors, slope and geologic hazards, lack of infrastructure and ability to provide public services, and, to some extent, by county and regional planning policies. These primary constraints are discussed below, along with less important constraints related to processing of development applications, fees and exactions.
- 2460 **Policies and Regulations.** The town's development policies have evolved over the years in direct response to the town's beautiful and varied natural environment. A major goal of all planning in the town is to permit development in a way that preserves the natural environment, protects natural drainage and maintains the rural character of the town. The resulting policies and regulations, which preclude multifamily residential projects, constrain the ability to provide affordable housing in town.
- 2461 The town's geologic setting is a major determinant of its policies. Starting in 1965, the town has evolved an innovative and systematic approach to regulating development of lands crossed by the San Andreas fault and dotted with steep and unstable slopes. The regulations, which have become models for ordinances adopted by other jurisdictions in California and in other states, control the uses of land and the intensity of development according to slope and geologic characteristics. The basic regulations include a slope-density system, setbacks from the San Andreas fault and land use limitations based on landslide hazards. The town has detailed slope, fault and landslide potential maps to support the regulations. The maps can be changed based on more accurate and detailed information from site investigations.
- 2462 As the town reaches buildout, the development potential is increasingly affected by the geologic regulations. Most of the remaining vacant land is in steep and often hazardous terrain. The Upper and Lower Western Hillsides, which contain most of the undeveloped land in the town, are very steep; approximately 70 percent of the land has slopes greater than 30 percent and 25 percent has slopes greater than 50 percent. Slope density provisions encourage concentration of development on the flatter portions of the large holdings in these areas. The provisions lead to safer, more easily accessible and more efficiently served development than might occur otherwise.

- 2463 To mitigate constraints deriving from plans and regulations, the town is making major changes in policy: 1) requiring subdividers to provide 15 percent of their lots for affordable housing, 2) adopting a multifamily affordable zoning option as part of its Planned Unit Development regulations and 3) liberalizing second unit regulations (see "Sites Suitable for Housing" and "Housing Programs and Quantified Objectives, 1990-1995").
- 2464 **Public Service Constraints.** The level of public services provided by the town is geared to a small dispersed population. Many of the roads are narrow and winding with restricted capacity. Limited bus service is provided by Samtrans along Portola and Alpine roads and in the Westridge area. Only a portion of the town is served by sanitary sewers. On-site disposal systems are used in much of the town and, in many areas, successful disposal requires large sites because of adverse soils and drainage conditions. Most local public services are provided by special districts or San Mateo County under contract. Woodside Fire Protection District provides fire protection services. Police services are provided by the Woodside Patrol and County Sheriff. Building inspection is provided by the County. The town has limited control over the quality or quantity of these services.
- 2465 The town government operates on a minimal budget with no city manager and a staff of only seven full-time people. It relies heavily on volunteer efforts for many public functions. The town's ability to undertake major programs to provide housing is severely constrained by fiscal realities. These constraints affect the timing of development and the ability of the town to take on housing programs with high administrative costs.
- 2466 To mitigate the constraints pertaining to public services, this element provides for affordable housing on sites already provided with services or in new subdivisions in which infrastructure will be provided as part of the development. The town will look to nonprofit housing organizations, such as the Mid-Peninsula Housing Coalition, and San Mateo County to help administer housing programs. In lieu fees collected as part of the inclusionary lot program might be used to help cover costs of administering housing programs.
- 2467 **Regional Role and County Planning Policies.** The town's low-density development is consistent with policies of the Association of Bay Area Governments fostering a "city-centered" pattern of urban development with emphasis on in-filling. ABAG's Regional Plan 1980 contains this statement relevant to the Portola Valley area:

Throughout this planning area there are relatively limited opportunities to support added population growth. Most vacant

residential land is located in hillside areas which lack urban services and where environmental conditions may preclude all but very low density and high cost units. (p. Sub-area 1-2)

In fact, the town also has an important, and growing, role in providing open space for the region. The Midpeninsula Regional Open Space District now owns over 1100 acres of public open space with the town limits. The district lands are available for hiking and other low-intensity open space uses and attract people from all over the region. The low density housing pattern and the clustering of development in the town serves to protect this important regional resource. Portola Valley's low-density character is also consistent with the San Mateo County Master Plan. This plan contains the following principles for residential communities:

- a) The highest population densities should occur in relatively level areas close to major centers of commerce and industry where coordinated development is possible and where transportation and other necessary public facilities can readily be provided.
- b) Population density should decrease as the distance from district centers, industrial areas, and employment centers increases.
- c) Population density should decrease as distance from local service facilities increases.
- d) Population density should decrease as steepness of terrain increases.
- e) The lowest densities and largest lots should occur on steep hillsides or in mountainous areas where it is necessary to limit storm runoff, prevent erosion, preserve existing vegetation, protect watersheds, and maintain the scenic quality of the terrain.

2468 To mitigate constraints pertaining to regional and county planning, the town has chosen programs to make sites available for affordable housing which when developed will be largely consistent with the rural and open space character of the town. The proposed programs permit little increase in floor area permitted in the town, except for the possible 15 bonus lots under the inclusionary lot program. More and smaller units will be permitted within the currently allowed floor area.

2469 **Building Code.** The town adopted the 1988 Uniform Building Code in March 1990. No unusual building regulations have been adopted. Enforcement is handled by San Mateo County inspectors under contract with the town.

- 2470 **Site Improvements.** The site improvement requirements in the town are appropriate for low-density, rural residential development with an emphasis on preservation of natural features and limiting excessive paving. For example, usually street lights and concrete curbs, gutters and sidewalks are not required. These requirements will apply to affordable housing constructed under any of the housing programs, but are not expected to be a constraint. The amount of building coverage will not be significantly greater than already permitted.
- 2471 **Fees and Exactions.** The town sets fees to cover the actual costs of processing development applications. Planning, engineering and geologic review are provided by consultants who charge the town for services. These costs, which can be substantial for complicated projects, are passed on to applicants. For the typical house being built in Portola Valley, the fees are a minor part of the applicant's costs and an insignificant percent of the value created by approvals. Selected fees and deposits for services required to evaluate applications are listed in Table 12. They are comparable to fees charged in other nearby communities. Fees are retained by the town. Deposits are used to the extent necessary to cover services of consultants including the town engineer, town geologist and town planner. Exactions required by the town are drainage fees, easements or in lieu fees for parks and open space, and off-site improvements made necessary by the development. Amounts depend on the specifics of each project.
- 2472 It will be difficult for the town to waive fees and deposits entirely for affordable housing projects because of the routine use of outside consultants and reliance on the fees to cover the cost of the services provided. To mitigate constraints pertaining to fees and exactions, the town is prepared to set aside in lieu fees collected from the inclusionary lot program to help reduce fees and/or exactions for nonprofit housing developers of multifamily affordable projects on the three possible sites.
- 2473 **Processing and Permit Procedures.** The town's processing and permit procedures effectively protect the community interest while permitting safe and responsible construction, additions and remodeling on private property. A key aspect is the requirement for geologic investigations to ensure safe development in areas of the town mapped as potentially hazardous. If geologic or seismic hazards are found, this can add significantly to the time required for processing an application. A typical subdivision application, without an EIR, is normally processed in 3 to 6 months. If an EIR is required, processing will more likely take 6 to 12 months. A building permit application for a new house or major addition is typically processed in 4 to 6 weeks. The town's processing and permit procedures do not constitute a significant constraint to the provision of affordable housing.

Table 12. Selected Housing Development Fees in Portola Valley

	Filing Fees	Deposit for Services
Zoning Permits		
Conditional Use Permit – standard	\$ 1,050	\$ 2,000
Conditional Use Permit – guest house	400	2,000
Variances	650	750
Planned Unit Development	2,000	2,000
Site Development Permits		
Grading 50-100 cu.yds.	\$ 275	\$ 500
100-500 cu.yds.	550	1,000
500 + cu.yds.	1,050	1,500
Geology Review	50	1,000
Building Permits		
ASCC Review – new residence	\$ 50	\$ 500
modifications/additions	50	500
Plan Review	65	0
Geology	50	1,000
Building Permit Fee	based on valuation per 1976 UBC	
Plan Check	75% of Building Permit Fee	
Subdivisions (total for preliminary, tentative and final maps)		
1 - 4 lots	\$ 1,950	\$ 3,500
5 - 14 lots	2,350	4,200
15 - 24 lots	2,600	4,900
25 - 40 lots	3,150	6,200
over 40 lots	3,600+	6,950

Source: Town of Portola Valley, "Building and Other Fees", "Zoning and Site Development Fees" and "Subdivision Fees", July 31, 1989.

Nongovernmental Constraints

- 2474 Nongovernmental constraints that can affect a community's ability to provide suitable sites for affordable housing include the availability of financing, the price of land, and the cost of construction. In Portola Valley, the availability of financing for purchase, rehabilitation or repair of housing is not a constraint. No information exists to suggest that any financial institution places restrictions on loans secured by Portola Valley property. The price of land and costs of construction in Portola Valley are not significantly higher than in other areas of the Peninsula. However, the desirability of Portola Valley as a place to live has led to exceptionally high housing prices which are high regardless of the underlying costs for land and construction. This is the single most important constraint, governmental or nongovernmental, to the provision of affordable housing in town.

- 2475 Opportunities for rural-style living close to jobs and urban amenities are few, and growing fewer, in the Bay Area. The result is that housing in the town commands high, and rapidly increasing, prices. In 1986, the average price of a house sold in Portola Valley was \$511,957; by 1989, the average price was \$860,948 (Cornish and Carey, February 1990). This is an increase of 68 percent in three years. Undeveloped land in Portola Valley currently sells for between \$600,000 to \$700,000 per acre. Although this seems very high, it is comparable to the cost of land in the more urbanized flatlands of the Peninsula.
- 2476 The challenge from the town's perspective is to provide affordable housing opportunities in face of extreme market pressure, while at the same time preserving the characteristics that make Portola Valley a desirable place to live. The town's housing programs attempt to mitigate the effects of these market conditions. The inclusionary lot program is designed to make land available for affordable housing at no cost to nonprofit housing developers. The multifamily affordable housing option allows increased density, reducing costs per unit so that specific institutional land owners can provide affordable housing. And the liberalization of the second unit program increases the number of homeowners who can construct a second unit with essentially no land cost. Further, the town will ensure permanent control of resale prices or rents of affordable units built on inclusionary lots and all multifamily affordable units. It does not intend to control rents on second units, but by limiting unit sizes, it hopes to keep most rents within the affordable range.

Goals and Policies

Government Code, Section 65583: The element shall contain all of the following: . . . (b) "A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement, and development of housing.

- 2477 Goals
1. To maintain and enhance the character and quality of Portola Valley's residential neighborhoods and the condition of its housing.
 2. To accommodate new residential development in a manner compatible with the rural character of existing residential development.
 3. To control the location, design and density of new residential development consistent with preserving regional open spaces,

avoiding areas of seismic and geologic hazards, and ensuring the adequate provision of safe access and public services.

4. To provide opportunities for people of all income levels and with special housing needs, particularly elderly residents and those employed in Portola Valley, to live in the town.
5. To accept and fulfill responsibility for a reasonable share of the regional need for affordable housing.

2478

Policies*

1. All housing units in the town shall conform to the principles and standards set forth in the general plan and town regulations.
2. The town will continue to participate in regional and county efforts to increase the availability of affordable housing in the region and county.
3. The town will adopt an inclusionary lot program requiring that at least 15 percent of all lots in subdivisions be deeded to the town for affordable housing. The program will grant the subdivider a density bonus of 10 percent and establish a system of in lieu fees for fractional lots and subdivisions of fewer than 7 lots. Floor area constructed on any inclusionary lot shall not exceed the floor area permitted for a single family home on the lot, but could include up to four attached or detached affordable housing units. Deed restrictions to keep these units affordable will be placed on the units.
4. The town will establish a special affordable housing fund to reserve in lieu fees, collected pursuant to Policy 3. Moneys in the fund may be used to help write down the costs of land or construction for affordable housing projects, reduce or waive fees and deposits for nonprofit housing developers, cover the cost of administering housing programs or pay for other programs determined by the town council to increase housing opportunities in town for very low, low and moderate income households.
5. The town will amend the planned unit development regulations to permit multifamily affordable housing projects on sites identified in the general plan for that purpose. Such projects must be accessed from Alpine or Portola roads, served by sewers, located and constructed to avert geologic and seismic hazards, and designed to

* This section corresponds to the "principles" sections in other elements of the general plan.

be fully compatible with surrounding development and the rural character of the town.

6. The town will cooperate with housing developers interested in constructing affordable housing on the identified sites in town. The town will waive fees and deposits for review of affordable housing projects to the extent possible given the small town budget and reliance on fees to pay for essential services.
7. The town will encourage construction of housing which provides housing opportunities for low and moderate income families, particularly elderly residents and people employed in the town.
8. The town will amend its regulations governing second units to permit second units with kitchens on residential parcels of one acre or more and allow second units to be rented.
9. The town will adopt an amnesty program allowing the legalization of existing nonconforming second units in order to conserve this important part of the existing affordable housing supply. The program will establish standards for units to be legalized which are more liberal than the standards in the new second unit regulations. The opportunity for owners to legalize second units will run for about a year, after which all second units permitted in town must conform to town standards.
10. The town will continue to permit manufactured housing and mobile homes in all residential districts subject to the same design and siting conditions that pertain to other single family houses in the zoning district.
11. The town will adopt procedures for granting density bonuses pursuant to Government Code Section 65915.
12. The town will coordinate with San Mateo County and nonprofit organizations serving the county in addressing the housing problems of special populations, such as the homeless and disabled. The town will participate in the Human Investment Project shared living program.
13. The town will refer families to the three churches as they continue to provide emergency food and shelter.
14. The town will comply with all federal and state laws protecting equal housing opportunity for all people and coordinate with MCFH in handling complaints.

15. The town will continue to contract with San Mateo County and the Department of Housing and Urban Development to participate in the Community Development Block Grant Program, thereby increasing the county's share of block grant funds to be used to aid low and moderate income persons.
16. The town will administer these policies to encourage achieving up to the housing needs numbers for very low, low and moderate income categories contained in Table 7. If the town meets its housing needs numbers before 1995, it will review the housing element and amend policies and/or programs as appropriate. In 1995, the town will consider new needs numbers and reevaluate its housing element.

Housing Programs and Quantified Objectives, 1990-1995

Government Code, Section 65583: "The element shall contain all of the following: . . . (c) A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through administration of land use and development controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available."

- 2479 The town will pursue several programs to implement its goals and policies. The actions contained in this program will pave the way for construction of some affordable housing in the town. These actions set the stage for efforts to provide affordable housing continuing past 1995. The program calls for key ordinance changes in 1990 and 1991. Once the town has adopted these measures, the emphasis for the rest of the time period will be on handling projects as they come and monitoring the effects of the changes on production of affordable housing. The most important of these are the programs specifically designed to increase the availability of sites for affordable housing and to conserve the existing affordable housing stock, consisting almost entirely of second units. These and other programs are described below. Wherever relevant, quantified objectives are listed at the end of each program description.

Program 1. Inclusionary Lot Requirements

- 2480 In all new subdivisions of land, 15 percent of the lots created shall be provided to the town at no cost as sites for the construction of affordable housing. The lots shall be fully improved with infrastructure, ready for development and an integral part of the whole subdivision. The town

intends to provide the lots at no cost to a nonprofit housing corporation for the actual development and management of the sale and resale of affordable housing. At the time of transfer of an inclusionary lot from the town to a nonprofit corporation, the town shall, through the PUD process, describe terms and conditions that will pertain to the intensity, siting and design of the development; the process for obtaining development approval; and the town's position on the income levels of eligible purchasers, the control of resale prices and priorities for occupancy. Features of the program include:

1. **Floor Area Limitation.** Development on an inclusionary lot shall not exceed the floor area permitted on a lot for a single family house, but may consist of up to four attached or detached housing units.
2. **Development Conditions.** The affordable housing shall be integrated within the subdivision with design and architecture compatible with the market units. It is expected that requirements pertaining to construction of a single family house, such as setbacks, height limits, and impervious surface limitations will pertain to the inclusionary lots.
3. **Approval Process.** The design of all developments will be subject to PUD control and approval by bodies designated by the town council. Final approval of projects will rest with the town council.
4. **Sale and Resale of Units.** Units must be made available to households of low and moderate incomes. The town expects that most will be sold to first-time home buyers rather than rented. Resale prices should be controlled by deed restrictions so that the units continue to serve the same income category as turnovers occur. In general, the town favors giving priority for the affordable housing to people who live and work in the town.
5. **In Lieu Fee.** In subdivisions less than 7 lots and for fractional lot requirements in subdivisions of 7 or more lots, a subdivider may choose to provide either one lot or pay an in lieu fee for the fraction of a required inclusionary lot. The in lieu fee will be set based on the market value of a fully-improved lot. The town will place the in lieu fees in a special affordable housing fund which shall be used to reduce fees and deposits for a nonprofit housing developer, help write down the cost of land for a multifamily affordable housing project, cover costs to administer housing programs and pay for other programs designed to increase housing choices in the town.
6. **Density Bonus.** The town will grant a density bonus of 10 percent to subdividers required to provide at least one inclusionary lot. The

bonus would not apply to subdivisions of fewer than 7 lots. A system will be developed by which fractions of bonus lots can be used to partially offset required in lieu fees.

Quantified Objectives, 1990-1995

- 2481 As noted in Table 11, this program applies to eight undeveloped properties in town with a potential for 26 inclusionary lots and 104 affordable housing units. Between 1990 and 1995, one property is expected to be subdivided – PV Estates. A second property, the Stanford Wedge, is a potential candidate. A subdivision plan is currently being prepared for the PV Estates property with a potential for 27 lots. Four inclusionary lots with a capacity of 16 affordable units will be provided. The Stanford Wedge would also produce four inclusionary lots with a potential of 16 inclusionary units. The town would seek development of half of the units for moderate income households and half for low income households. Thus, the quantified objectives for 1990 to 1995, depending on whether one or two subdivisions take place, are:

Moderate income housing units	8 - 16
<u>Low income housing units</u>	<u>8 - 16</u>
Total affordable units	16 - 32

Program 2. Multifamily Affordable Housing

- 2482 Multifamily affordable housing projects will be permitted on the three sites described in this element – The Sequoias, Woodside Priory and the Stanford Wedge. It is expected that most such projects will be undertaken by a nonprofit housing developer also equipped to handle long-term management. This program has the following features:

1. **Planned Unit Developments.** The town will amend its planned unit development regulations to permit multifamily housing on the two designated sites according to the general guidelines contained in the site descriptions under "Sites for Affordable Housing". As mentioned previously, the third site, the Sequoias, is controlled by a conditional use permit. The PUD or CUP for a multifamily affordable housing project shall control the siting and design of projects, the mix of units by income category of eligible occupants, methods of controlling rents and/or resale prices, provisions for ongoing management of the project and other matters deemed appropriate by the town.
2. **Inclusion of Market Rate Units.** The purpose of this program is to provide affordable (below market rate) housing. The town may permit the inclusion of market rate units in a project, if it

determines they are necessary to make a project feasible. However, substantially over half the units in any multifamily project must be affordable to moderate, low and very low income households according to guidelines issued annually by the U.S. Department of Housing and Urban Development (HUD).

3. **Floor Area.** The floor area in multifamily affordable housing projects shall not exceed that total floor area which would be permitted for the total number of single family houses which would be allowed on the property under existing zoning. The town expects that most projects will include considerably less floor area than this maximum.
4. **Development Conditions.** All multifamily affordable housing projects are expected to meet all the normal zoning, subdivision and site development requirements that pertain to all residential development in the town, including Resolution 500. Particular care is expected to ensure the compatibility of the projects with adjacent neighborhoods and the town's rural environment.
5. **Occupancy.** The town considers this program particularly suited to providing housing for senior citizens and rental housing for households with incomes in the very low to low categories. If units are provided for sale, resale controls to preserve affordability will be required.

Quantified Objectives, 1990-1995.

- 2483 The town expects that one of the three sites will be developed for multifamily affordable housing between 1990 and 1995. Northern California Presbyterian Homes, Inc., a nonprofit housing corporation of the Presbyterian Church which owns and operates The Sequoias, is now actively exploring options to expand its existing facilities. This expansion might take place at the existing site, or even possibly at the Woodside Priory. Between 1990-1995, it is reasonably likely that about 50 units will be added to the Sequoias, distributed by income category as follows:

Moderate income units	10
Low income units	20
<u>Very low income units</u>	<u>20</u>
Total affordable units	50

Program 3. Second Units

- 2484 Regulations governing the construction and occupancy of second units on single family lots will be liberalized to provide additional housing opportunities in town for very low, low and moderate income

households. The town's development pattern is well-suited to providing affordable housing through second units on developed single-family parcels either as separate structures or attached to the main house. Most lots in town are large enough to accommodate second units and associated parking without significant visual or environmental impact.

2485 Second units provide housing at a cost well below that of single-family houses; however, the rents do not always meet the HUD definitions of affordable. Average current market rents range from about \$750 to \$1500. As required by the town, most units are occupied by family members and household employees, often at reduced or no rent. It is reasonable to assume that at least 75 percent of the second units are affordable to moderate, low and very low income households with the numbers about evenly distributed among the income categories. In order to encourage the provision of affordable housing, the town's guest house regulations will be revised to permit guest houses with kitchens on one- to two-acre lots. In addition, the new regulations will have the following features:

1. **Type and size.** Under the new regulations, whether a second unit can be attached to or detached from the main residence depends on the lot size as follows:

<u>Lot Size</u>	<u>Attached</u>	<u>Detached</u>
1.0 to 2.0 acres	yes	maybe*
2.0 + acres	yes	yes

* If the result is a superior design which causes less adverse impact on neighboring properties than an attached unit would.

In adopting ordinance revisions, the town will consider allowing second units larger than 600 square feet but in no case larger than 750 square feet.

2. **Site Coverage.** The floor area of the second unit shall be counted as part of the floor area permitted for a single family residence on the lot.
3. **Occupancy.** Currently, town regulations require that guest houses be occupied by no more than two persons who have a relationship with the owner, such as a family member or someone providing a service. A new provision will require that the owner maintain residence in either the main residence or the second unit. Also, owners of second units will be required to report annually to the town about type of occupancy, and indicate any payment in-kind or monetarily in partial exchange for occupancy.
4. **Conditions for Approval.** As in the existing regulations, a conditional use permit will be required to construct a second unit.

In approving a new second unit, the following findings, in addition to the standard use permit findings, must be made:

- a. The second unit will not substantially block distant views enjoyed by neighboring properties.
- b. The second unit will not substantially negatively affect neighboring properties.
- c. The second unit will be in keeping with the character and quality of the neighborhood.

Quantified Objectives, 1990-1995.

2486 As described in the section, "Sites Suitable for Housing", it is anticipated that this program will about double the potential number of second units in town. Under the old regulations, an average of 2.5 second units per year was constructed between 1979 and 1989. However, that rate dropped off to slightly under 2 per year after 1984. With the changes in regulations, an average of 3 to 4 second units per year might be expected. At this rate, 15 to 20 second units would be added from 1990 to 1995. As noted above, about 25 percent would be expected in each income category. The quantified objectives by income category are:

Above moderate income units	3 - 5
Moderate income units	4 - 5
Low income units	4 - 5
<u>Very low income units</u>	<u>4 - 5</u>
Total units	15 - 20

Program 4. Amnesty for Illegal Second Units

2487 It is generally known that many second units have been built without permits and that kitchen facilities are illegally provided in some. Based on data from the Multiple Listing Service, 13.8 percent of the houses listed for sale in Portola Valley in 1988 and 1989 had second units (30 second units on 218 properties). At this rate, the town could have up to 167 units on the 1,210 lots of 1 acre or larger, excluding Portola Valley Ranch. Twenty-five of these are legal, leaving at least 142 illegal second units. In order to preserve this important part of the existing affordable housing stock in town while at the same time ensuring habitable conditions, the town will conduct an amnesty program to identify and place under permit existing illegal second units which meet certain minimum standards. The amnesty period will run for six months to one year and the program will have the following features:

1. **Eligibility by Size and Type.** The criteria to determine eligibility for amnesty based on second unit type and lot size are:

- a. Existing attached or detached second units with kitchens, regardless of the size of the lot, may be legalized as second units.
 - b. On lots of one acre or larger, kitchens may be added to existing attached and detached second units without kitchens and the second units may be legalized.
 - c. The size of the second unit shall not exceed by more than 50 percent the square footage permitted for a new second unit in the zoning district. A smaller maximum size may be imposed when the town council adopts the ordinance instituting the amnesty program.
2. **Standards.** The building inspector must find the second unit is safe and habitable according to standards used by San Mateo County for such purposes as approved by the town.
 3. **Approval Process.** An application for a permit for an existing second unit can be approved by town staff without a public hearing. No fees will be charged to process such applications.
 4. **Occupancy.** The property owner must be a permanent resident of either the main residence or the second unit proposed for legalization.
 5. **Additional Requirements.** The town will establish liberalized requirements regarding parking, setbacks and submittal of plot and building plans. In addition, the town will require annual reporting of rents.

Quantified Objectives, 1990-1995.

- 2488 If one-third to one-half of the potential 142 second units are legalized during the amnesty period, the program would create an additional 47 to 71 legal second units. The units which have not been counted by the U.S. Census or the California Department of Finance may also be considered as new units for purposes of meeting the town's share of regional housing need. Perhaps half of the units legalized will fall into this category. The expected distribution by income category is the same as for new second units. On these assumptions, the quantified objectives for 1990 to 1995 by income category are:

	Total Legalized	# Considered "New" Units
Above moderate income units	12 - 18	6 - 9
Moderate income units	12 - 18	6 - 9
Low income units	12 - 18	6 - 9
<u>Very low income units</u>	<u>11 - 17</u>	<u>6 - 9</u>
Total units	47 - 71	24 - 36

Optimism regarding success of an amnesty program is based in part on the recent experience of San Mateo County. For the county, approximately 80 percent of the second units which have been approved were approved as a part of the amnesty program.

Program 5. Shared Housing

- 2489 Low and very low income housing is provided in the town through various shared living arrangements or the renting of rooms in single-family homes, but at present the town has no system to document such units. A local realtor estimates that about 5 percent of the households in Portola Valley rent rooms and that most of them are headed by recently divorced women. This means that housing is being provided for about 75 people, probably at affordable rates. Although rented rooms do not usually meet the HCD definition of a housing unit, they do provide decent and safe living quarters.
- 2490 The town will support the Human Investment Project (HIP) in making arrangements for shared housing in Portola Valley. A nonprofit organization serving San Mateo County, HIP conducts a program supported by federal, state and city funds to match housing "providers" with housing "seekers." A person with housing space can contact the organization and be "matched" with a suitable person with a need for housing. Rents are established case by case and can sometimes be partly defrayed by services. HIP does have one or two clients in Portola Valley now. Portola Valley will join HIP and seek an agreement to place between two and three very low income or low income persons in houses in the town each year. By joining HIP, the town would help inform residents about this service and help meet the need for affordable housing.

Quantified Objectives, 1990-1995.

- 2491 At 2 to 3 placements per year, 10 to 15 people might be placed over the 5 year period. By agreement with HIP, all would be low or very low income persons.

Program 6. Emergency Shelter and Transitional Housing

- 2492 Emergency shelter is currently being provided at the three churches in town as needed. These three sites continue to be available for this

purpose. Transitional housing is not provided in the town. No need within the town has been identified. Social services, such as job counseling, drug and alcohol treatment, legal aid, and so forth are not available in town, nor are public resources available to provide them at this time. The town will participate in countywide efforts to provide transitional housing and related services.

Program 7. State-Required Density Bonuses

- 2493 In accord with Government Code Section 65915 Portola Valley will adopt procedures to provide incentives to developers of affordable housing including a 25 percent density bonus and at least one other regulatory concession or incentive.

Program 8. Fair Housing

- 2494 Midpeninsula Citizens for Fair Housing handles complaints of discrimination in the sale or rental of housing and in the mediation of tenant/landlord disputes in Portola Valley under terms of the MCFH contract with San Mateo County. MCFH staff indicates very few complaints are received from the Portola Valley area (personal communication, October 30, 1990). A supply of brochures describing these services is available at Town Hall.

Program 9. Energy Conservation

- 2495 The town supports energy efficient design in all new construction and encourages subdivision design that protects solar access from all lots. Although the town does not require solar installations, its ordinances are permissive and pose no particular barriers. Most new residential development in the town is expected to occur in clusters in the lower portions of the Western Hills. Clustered development is far more energy efficient than large lot subdivisions, saving the energy costs of extending roads and utility service and the day to day costs of fuel for transportation. The town also requires landscaping in new residential developments to consist primarily of native vegetation. This greatly reduces water requirements for landscape maintenance, thereby reducing water and power consumption.

Program 10. Community Development Block Grant Funds

- 2496 The town is part of an "urban county" in San Mateo County which increases the amount the county receives from the Community Development Block Grant Program. The town does not submit applications for projects within the town, preferring to see the funds go to areas with greater needs targeted by the county. These funds support the following programs: Shared Housing, Home Modification Program to

Provide Handicapped Accessibility, Financing Program for the Creation of Second Units, Reverse Mortgage Program for Seniors and Fair Housing Program.

Summary of Five-Year Housing Program

- 2497 An outline of the five-year housing program is contained in Table 13. The program requirement from the Government Code is listed in the left-hand column; the actions the town will take to implement the housing element are in the middle column and the time frame is in the right-hand column. The table indicates where an item does not need action because it is not identified in the element as a problem or there is too little information to define the problem well enough for action. Some of these may well be action items in future revisions of the housing element. The Portola Valley Town Council, assisted by the planning commission, town committees and town staff, will be responsible for all of the actions cited in the table.

Table 13. Housing Program, 1990-1995

<i>Program Purpose</i>	<i>Program Action</i>	<i>Time Frame</i>
<i>Provide adequate sites (c 1).</i>		
a) Insure total dwelling capacity equal to new construction need.	o No action needed.	n/a
b) Provide sites suitable for a variety of types of housing for all income levels; rental and manufactured housing.	o Program 1 o Program 2 o Program 3	1990 1990-91 1990-91
c) Identify sites for emergency shelters and transitional housing.	o Program 6	1990-95
<i>Assist in the development of adequate housing to meet the needs of low and moderate income households (c 2).</i>		
a) Use appropriate federal and state financing and subsidies.	o Programs 1 & 2 o Programs 5 & 10	1991-92 1990-95
b) Provide regulatory concessions and incentives.	o Program 2, 3, & 7 o Program 4	1990-91 1991-92
<i>Address and, where appropriate and legally possible, remove governmental constraints (c 3).</i>		
a) Land use controls	o Programs 1, 2, 3, 4	1990-91
b) Building codes	o No action needed.	n/a
c) Site improvements	o No action needed.	n/a
d) Fees and exactions	o Program 1 & 2 o Program 4	1990-95 1991-92
e) Processing and permit procedures	o No action needed.	n/a
<i>Conserve and improve the condition of the existing housing stock (c 4).</i>		
	o Program 4	1991-92
<i>Promote equal housing opportunity (c 5).</i>		
	o Program 8	1990-95

Summary of Quantified Objectives

- 2498 Table 14 summarizes the quantified objectives pertaining to affordable housing for Programs 1-4 and compares them with Portola Valley's regional share of housing need as analyzed in the section, "ABAG Housing Needs Determination". It is expected that new market-rate construction on available vacant residential land will meet the housing needs of above moderate income households.

Table 14. Quantified Objectives, 1990-1995

	<i>Income Categories</i>			<i>Totals</i>
	<i>Moderate</i>	<i>Low</i>	<i>Very Low</i>	
<i>Allocation to Subregion</i>	27	19	24	70
Assumed by San Mateo County	11	7	9	27
Provided for in Portola Valley	16	12	15	43
<i>Inclusionary Units</i>				
Portola Valley Estates	8	8	0	16
Stanford Wedge	0 - 8	0 - 8	0	0 - 16
<i>Multifamily Affordable Housing</i>				
Sequoias Expansion	0 - 10	0 - 20	0 - 20	0 - 50
<i>New Second Units</i>	4 - 5	4 - 5	4 - 5	12 - 15
<i>Legalized Second Units 6.-9</i>	6 - 9	6 - 9	6 - 9	18 - 27
<i>Total Affordable Units</i>	18 - 40	18 - 50	10 - 34	46 - 124

- 2499 These quantified objectives are shown as a range since their achievement is fundamentally dependent upon actions by entities other than Portola Valley. The town will, however, put in place programs which greatly encourage the attainment of the objectives. The town is most certain regarding the Portola Valley Estates subdivision and the second units, both new and legalized. The town believes there is a very high probability that the units related to these categories will be added to the affordable housing stock. Subdivision of the Stanford Wedge and expansion of the Sequoias, however, while likely, are less certain. The town knows The Sequoias wants to expand, the question is how this can be done. It is very likely that a solution will be found within the next five years. With respect to the Stanford Wedge, this is land that Stanford is free to sell whereas most of their land cannot be sold. Also, some discussions have been held with Stanford regarding possible development. It is within reason to anticipate development within the next five years. The town believes that its programs provide ample suitable sites with realistic chances of development for the accomplishment of these objectives.

Historic Element

Introduction

Background of Community

- 2500 Portola Valley's early heritage is largely tied to the natural beauty and resources abundant in the valley floor and the redwood covered mountainsides. The earliest reported settlers of the area were the Ohlone Indians who lived lightly off the land, gathering seeds, berries and nuts, fishing and hunting the valleys and foothills for deer, rabbits, squirrels, duck and other game.
- 2501 Permanent settlement of the valley began in 1833, when Maximo Martinez and Jose Domingo Peralta received the first Mexican land grant in what is now San Mateo County for the Rancho el Corte de Madera. Redwood lumbering dominated the valley's activities for the rest of the century with the Town of Searsville, located near the present day Searsville Lake, springing up to support the logging industry.
- 2502 By the turn of the century, beauty and serenity became more significant lures, as wealthy San Franciscans assembled large estates in the area. Andrew Smith Hallidie donated land for the Village of Portola, a post office and the town's first school. The valley became a popular summer retreat and vacation spot and in the 1920s and 1930s many vacation cottages were built in the newly subdivided areas of Brookside Park, Woodside Highlands, and Los Trancos Woods. Subdivision of the Westridge, Alpine Hills, and Arrowhead Meadows areas took place in the 1940s and 1950s, rapidly expanding the population of the area and establishing the residential character that exists today.
- 2503 Structures and other remnants of early settlement in the area tend to be spread throughout the valley. There is no central historic area. Each of

these resources is an important piece of the town's heritage and should be preserved for future generations.

Purpose

- 2504 The historic element identifies principal historic resources and sets objectives for their preservation, enhancement and maintenance. It guides Portola Valley and other city and county agencies in decisions which might directly or indirectly affect these resources. The historic element is a strong policy statement for the continued preservation of the town's historic environment.

Scope

- 2505 The historic element includes objectives, principles, standards and descriptions. A list of the town's historic resources is included in the descriptions section. Appendix 9, Historic Resources Inventory, describes in more detail each of the historic resources in the town. Appendix 10, Implementation of the Historic Element, outlines implementation strategies and programs for preserving the resources.

Definitions

- 2506 **Historic Resource:** A man-made or natural physical feature which is of value because it documents the history of the town and represents an architectural, cultural, archaeological, community or aesthetic value and is subject to the provisions of this element. More specifically, it shall possess one or more of the following attributes:
1. Yield or be likely to yield information that is important in pre-history or history.
 2. Be associated with events that have made a significant contribution to the patterns of life in the town.
 3. Be associated with lives and cultures significant with the town's past.
 4. Embody the distinctive characteristics of the time, period or method of construction, especially if it is the last remaining such structure, represents the work of a master, and/or possesses high artistic value.
 5. Possess integrity of location, design, setting, materials, workmanship and feeling of its original nature.
- 2507 **Categories of Historic Resources:** Historic resources of the town are grouped into five categories. These categories are defined as follows:

1. *Structure:* Anything constructed or erected, the use of which requires permanent or temporary location on or in the ground, including, but without being limited to, buildings, bridges, fences, gates, gazebos, swimming pools, towers and walls.
2. *Site:* Any parcel or portion of a parcel.
3. *Trail:* A marked or unmarked track, course or path, which is or was followed with regularity.
4. *Road:* Any open way, paved or unpaved, for vehicles, persons and/or animals to travel, or on which they have traveled, with regularity.
5. *Natural feature:* Any tree, plant life, geographical or geological site or feature.

Objectives

2508 The objectives of the Town of Portola Valley in adopting this element of the general plan are:

1. To preserve, protect and enhance the historic resources of the planning area because they are unique and valuable assets for the planning area, San Mateo County, the Peninsula or the entire San Francisco Bay Area.
2. To build civic pride in Portola Valley's unique qualities by fostering citizen efforts to preserve and enhance historic resources.
3. To promote community awareness of local history and historic resources for the education, pleasure, and welfare of the people of the town.

Principles

2509 The following several principles are intended to guide the town and private parties in future actions.

1. Each resource in the element is classified according to whether it is to be preserved, denoted by a plaque, listed for further consideration or simply listed to provide a record of history.
2. While it is the intent to preserve identified resources for the benefit of the town, it is recognized that there will be circumstances where it will not be possible to achieve preservation. Such determinations cannot always be made in advance and therefore prudent decisions

must be made when individual resources are before the town for action.

3. When evaluating the preservation of an historic resource, consideration should be given to preserving any immediate physical surroundings that contribute to the historic quality of the resource.

Standards

2510 Under the description section of this element, each historic resource is noted as to whether it is to be preserved, identified with a plaque, listed for further consideration, or simply listed to provide a record of history. Each of these classifications are described below.

2511 *Historic Resource to be Preserved*

1. A historic resource noted for preservation shall have its exterior appearance retained to the maximum extent possible. This does not preclude:
 - a. Exterior alterations necessary to ensure safety which conform to the historic character of the resource.
 - b. Additions which conform to the historic character of the resource.
 - c. Additions or changes required to conform with the Americans with Disabilities Act.
2. Any additions or alterations pursuant to Section 2511.1. shall be accomplished in such a manner that they can be removed at a future time to reveal the historic resource as it appeared prior to such additions or alterations.
3. A historic resource which at some time has been partially or entirely destroyed may be reconstructed to its original design.
4. A historic resource noted as to be preserved shall not be removed unless one of the following conditions has been determined to exist; however, if one of the conditions is determined to exist, time shall be provided to allow the town to consider alternate ways in which to retain the resource.
 - a. The resource is a potential safety hazard and alterations to provide safety and retain its historic character are unreasonable.

- b. The resource has been so altered or modified that its historic significance no longer exists.
 - c. Retention of the historic resource is an unreasonable burden on a property owner.
5. It is intended that resources noted as to be preserved should at an appropriate time have a plaque installed in a location visible by the public unless otherwise indicated in the description section of this element.

2512 Historic Resource to be Noted with a Plaque

1. Plaques are intended to assist the public in identifying sites of former structures, trails, roads and natural features.
2. Plaques should be located where they can be read by the public without entering private property.

2513 Historic Resource Listed for Further Consideration

1. This category is intended for those resources where available data is not conclusive as to the appropriateness of preserving the resource.
2. It is intended that prior to any exterior modification to or removal of such resource, a determination shall be made as a part of an application before the town as to whether to reclassify the resource as to be preserved or reclassified to be added to the list to provide a record of history. Concurrent with such determination, this element shall be modified as appropriate.

2514 Historic Resource Listed to Provide a Record of History

1. These resources are included in the element to help complete the identification of historically significant resources in the town.
2. These resources are either located outside of the town limits, or are features which do not require identification with a plaque.

Description

- 2515 Historic resources included in this element are listed below by type and shown on the map, "Sites for Historic Element - within city limits" which is a part of this element and can be found in a pocket at the end of this general plan. Detailed descriptions of these historic resources are included in Appendix 9, Historic Resources Inventory, dated December 1,

1989 and revised October 27, 1993. Also listed below are the historic resource numbers which correspond with the numbers on the historic resources map and in the inventory.

- 2516 For each resource a designation is assigned which indicates the how the resource should be treated. These designations, "Preserve," "Plaque," "List for further consideration," and "List to provide a record," are defined in Sections 2511- 2514.

2517 Structures

Name	Location/Description/Comments	Map No.	Treatment
Casa de Tableta (Alpine Beer Garden)	3915 Alpine Rd.	4	Preserve
Fitzhugh "Windmill"	380 Portola Rd. (see sites also, "Site of Corte Madera brewery and Nahmen House")	14	Preserve
Freeman House	940 Los Trancos Rd., "Heptagon Ranch"	15 A	Preserve
Mariani Barn		15 B	Preserve
Allen-Woods House and grounds	800 Los Trancos Rd. (see natural features also)	19	List for further consideration
Fromhertz House	210 Portola Rd.	21	Preserve
Searsville District School Bell	Town of Portola Valley, 765 Portola Rd.	25	Preserve
Portola School District Primary School	Town of Portola Valley, 765 Portola Rd.	27	Preserve
Hallett Store	846 Portola Rd. (now office space)	28	Plaque
Our Lady of the Wayside	930 Portola Rd.	30	Preserve
Chilean Woodchopper's House	Jelich ranch, 683 Portola Rd.	31 A	List for further consideration
Jelich House	683 Portola Rd.	31 B	List to provide a record
Tank House	683 Portola Rd.	31 C	Preserve
Conolley-Melchor House	555 Portola Rd.	32	Preserve
Alpine Road Gate	4670 Alpine Rd. "Lauriston" – Willowbrook Farm"	33 A	Preserve
Terraces	4670 Alpine Rd. "Lauriston" – "Willowbrook Farm"	33 B	List to provide a record
Terraces	200 Willowbrook Dr. "Lauriston" – "Willowbrook Farm"	33 B	Preserve
Superintendent's house and office	451 Portola Rd. "Lauriston" – "Willowbrook Farm"	33 D	Preserve
"Villa Lauriston" Entry (gate and bridge)	5050 Alpine Rd.	34 A	Preserve

Name	Location/Description/Comments	Map No.	Treatment
"Villa Lauriston" Main Residence	5050 Alpine Rd.	34 B	Preserve
"Villa Lauriston" Superintendent's House	5020 Alpine Rd.	34 C	Preserve
"Villa Lauriston" Stables	5030 Alpine Rd.	34 D	List to provide a record
"Villa Lauriston" Homestead Ruins		34 E	List to provide a record
Gov. James Rolph's Carriage House	Outside the town's jurisdiction, on the Home Ranch.	35	List to provide a record
Mangini Roadhouse	4139 Alpine Rd. (2nd Town Hall)	37	Preserve
Catoctin Estate	#3 Grove Court	42 A	Preserve
Catoctin Estate	#4 Grove Court	42 B	Preserve
Catoctin Estate, stonework in right-of-way		42 C	Preserve
Willowbrook Farm (bunkhouse and barn)	211 Willowbrook Drive	44	Plaque

2518

Sites

Name	Location/Description/Comments	Map No.	Treatment
Site of Maximo Martinez House	~ 4170 Alpine Rd.	2	Plaque
Site of Martinez Adobe	99 Iroquois Trail.	3	Plaque
Site of Billar-Cooney house	Spring Ridge, near Skyline Blvd.	8 A	Plaque
Site of Orton house	Spring Ridge, near Skyline Blvd.	8 B	Plaque
Site of Bozzo "Spring Ranch" house	Spring Ridge, near Skyline Blvd.	8 C	Plaque
Site of Hamm "Mountain Home"	Spring Ridge, near Skyline Blvd.	8 D	Plaque
Site of Mastick Lumber Mill & Ox Barn	3 Wyndham Dr.	9 A	Plaque
Site of Second Lumber Mill, Morshead property		9 B	Plaque
Site of Smith Mill, Morshead property		9 C	Plaque
Site of Caldwell Mill, Morshead property		9 D	Plaque
Sites of St. Dennis Church and Cemetery	Outside the town's jurisdiction, between the north bank of San Francisquito Creek and the Stanford Linear Accelerator Center.	10	List to provide a record

Name	Location/Description/Comments	Map No.	Treatment
Site of Dennis Martin's Second House	Outside the town's jurisdiction, on the southeast side of San Francisquito Creek.	11	List to provide a record
Site of Corte Madera Brewery and Nahmens House	380 Portola Rd. (see structures, "Fitzhugh Windmill")	14	Preserve
Site of Flax Mill	on the east side of the Conolley-Melchor Ln.	16	Plaque
Site of Hallidie Tramway	base of tramway is near 875 Portola Rd and extends up the western hillside through the Morshead property.	17	Plaque
Site of Village of Portola	near 875 Portola Rd, 4.7 ac of northeast corner of Morshead property.	22	Plaque
Site of 1893 school house	765 Portola Rd. (see natural features also, "One coast live oak")	26	Plaque
Site of Ormondale Ranch Buildings		43	Plaque
Site of Hallidie House		45	Plaque

2519 Trails

Name	Location/Description/Comments	Map No.	Treatment
Old Spanish Trail	Along crest of Coal Mine Ridge, through "Heptagon Ranch" and Portola Valley Ranch.	1	Preserve
Jones-Brown's Trail	Along Hamm's Gulch, mainly through MROSD property.	5	Preserve

2520 Roads

Name	Location/Description/Comments	Map No.	Treatment
Pescadero-La Honda Turnpike (Old La Honda Road)	The main portion is located in the Town of Woodside with a small portion in the northwestern corner of the town's boundary, along the Morshead property line.	12	List to provide a record
Alpine Road	From the Portola Rd. intersection up the western hillside to Page Mill Rd.	23	Preserve

Name	Location/Description/Comments	Map No.	Treatment
Ormondale Ranch Road	Follows significant portions of present-day Alamos Rd. and Westridge Dr. to the ranch house, 99 Iroquois Trail. (see natural features also)	36	List to provide a record
Remnants of Menlo Park & Santa Cruz Turnpike (2 prominent sites)	One remnant is within the town's jurisdiction, along the south boundary of Ford Park (No. 13 B) and the beginning strip of Los Trancos Rd. Another remnant is near the Alpine Rd crossing of the San Francisquito Creek in the unincorporated area of San Mateo County.	13 A 13 B	List to provide a record
"Willowbrook Farm" Road	Begins at the 4600's Alpine Rd and extends through the Willowbrook subdivision and along Willowbrook Dr.	33 C	List to provide a record

2521

Natural Features

Name	Location/Description/Comments	Map No.	Treatment
Sieback Flat	Along the upper portion of Alpine Rd, outside the town's jurisdiction in San Mateo County.	6	List to provide a record
Spring Ridge	MROSD property, near Skyline Blvd.	7	List to provide a record
Two Sequoia sempervirens, "Triple Top" and "Flat Top"	Near upper part of Morshead property.	18	List to provide a record
Vegetation at Allen-Woods House	800 Los Trancos Rd. Hawthorns, osage oranges and olives. (see structures also)	19	List for further consideration
One Coast Live Oak	765 Portola Rd. Marking the site of 1893 school house. (see sites also)	26	List to provide a record
San Andreas Rift Zone (1906)	Extends along the valley floor through Portola Valley Ranch and the "Heptagon" Ranch.	29	Plaque
"Willowbrook Farm" Terraces	On the properties at 4660 Alpine Rd and 200 Willowbrook Dr.	33B	List to provide a record
Ormondale Ranch Road Landscaping	Along side significant portions of present-day Alamos Rd and Westridge Dr., to the ranch house, 99 Iroquois Trail. (see roads also)	36	List to provide a record
Elderberry	On the property line between the Ladera Swim Club and Ford Park.	40	List to provide a record

2522

Historic Resources Map. The "Sites for Historic Element--within City Limits" map shows the locations of the historic resources in the town. The numbers shown on the map correspond with the historic resource

numbers listed above and in Appendix 9, Historic Resources Inventory. The map is located in a pocket at the end of this general plan.

- 2523 **Appendix 8, Historic Resources Inventory.** Detailed descriptions of historic resources in the town's planning area are contained in Appendix 9, Historic Resources Inventory, prepared by Dorothy Regnery, December 1, 1989 and revised October 27, 1993.
- 2524 **Appendix 9, Implementation.** Implementation strategies and programs for implementing the objectives and principles of the historic element are outlined in Appendix 10, Implementation of the Historic Element. Ordinances and regulations which should be developed or amended and other implementation programs are included in this appendix.

Part 3 – CIRCULATION

- 3000 The elements in this part describe all circulation proposals in the planning area. The circulation element provides the overall description of proposals and describes in detail proposals for streets and roads. Proposals for trails, paths and bicycle lanes are found in the trails and paths element. Finally, those roads designated as scenic roads are described in greater detail in the scenic roads and highways element.
- 3001 The two scenic corridor proposals in the plan – Skyline Scenic Corridor and Alpine Scenic Corridor – are described elsewhere. The Skyline Scenic Corridor is described in the recreation element and the Alpine Scenic Corridor is described in the Alpine Scenic Corridor Plan, Part 6.

The committee in the past has been of counsel on projects in the planning area. The committee is now given the overall description of projects and is then in direct contact with the project staff. The committee is the only body that has the final say in the project and is the only body that is responsible for the project. The committee is the only body that is responsible for the project. The committee is the only body that is responsible for the project.

The two main projects in the plan - the Portola Valley Center and the Portola Valley Center - are described in the plan. The Portola Valley Center is described in the plan. The Portola Valley Center is described in the plan. The Portola Valley Center is described in the plan. The Portola Valley Center is described in the plan.

Circulation Element

Introduction

- 3100 The circulation system is designed to provide for all necessary types of movement of people and goods within and through the planning area. All routes and facilities are interrelated and form a comprehensive system.
- 3100a The proposed system of circulation facilities includes riding and hiking trails, bicycle and walking paths, bicycle lanes, local roads and thoroughfares. This system would provide for a variety of types of travel throughout the planning area and would link related land uses. Thus, local trails would provide for movement for local residents within the planning area, whereas major trails connecting the planning area with other areas would be set apart on different alignments. Thoroughfares, including freeways and arterials, link the planning area to adjoining areas, provide channels of movement for through traffic and handle longer distance local trips. Local roads including land service roads, minor collectors and major collectors would provide access to abutting properties, handle short distance local trips and form connecting links with thoroughfares. Wherever possible, thoroughfares and major trails are combined in corridors of movement set in scenic corridors or greenways.
- 3100b While the circulation element provides the necessary roads to serve the planning area, it does not necessarily provide sufficient capacity on all roads to permit a free flow condition at all times. There may be portions of some of the two-lane roads where congestion will require reduced speeds at times and where special traffic control measures may be necessary in order to improve safety. These decisions will have to be made as an alternative to providing additional traffic lanes inasmuch as additional traffic lanes within the town with accompanying adverse

environmental impacts are not compatible with major community goals. Furthermore, it has been assumed that there will be greater reliance on public transportation in the future which could serve to reduce the need for additional traffic lanes. In line with this possibility, attention will need to be given to possible public transportation stops along the more major trafficways within the planning area.

3100c Definitions

1. **Freeway.** A divided arterial highway for through traffic with full control of access. Trafficways carrying primarily inter-regional and inter-county traffic should be of freeway level.
2. **Arterial Road.** A trafficway for through traffic with intersections at grade but with direct access to abutting property limited to the greatest extent feasible. Routes accommodating heavy volumes of traffic and connecting other local roads with inter-community, inter-county or inter-regional routes should be of arterial road level.
3. **Major Collector.** A surface street with points of access to abutting property controlled or restricted, designed for local trips and mainly connecting minor collector streets and land service roads with arterial roads, and freeways.
4. **Minor Collector.** A surface road with no major limitation to access to abutting property and designed for shorter distance local trips. Minor collectors usually serve one of two functions: a) provide a route of travel alternative to that provided by major collectors; or, b) serve as a collector-distributor providing connections between land service roads and major collector roads or thoroughfares.
5. **Land Service Road.** A road primarily for access to abutting property and not designed for general traffic use.
6. **Scenic Corridors and Greenways.** See definitions in Section 2302.
7. **Emergency Access Road.** A road for vehicle use only in the event of an emergency. Such roads are gated, constructed to blend as much as possible with the surroundings, and with a surface appropriate for emergency use. Such roads are intended to provide an alternative route in emergencies to and from areas otherwise reached by a single means of access that is not considered sufficient for public safety.

Objectives

- 3101
1. To provide for movement within and through the planning area by automobile, bicycle, horse and foot on an integrated system of circulation facilities. (See the trails and paths element for proposals for movement by bicycle, horse and foot.)
 2. To accommodate the reasonable needs of each mode of transportation on a route designed and located to provide for the enjoyment and safety of the individual and to cause minimum interference with adjacent uses of land.
 3. To locate, design and develop circulation facilities so as to conserve the natural beauty of the area and minimize adverse effects on adjoining uses of the land.
 4. To provide a circulation system correlated with the land use element.
 5. To provide trafficways: a) to connect the planning area with adjoining areas; and, b) to the extent made necessary by physical conditions, to provide for travel through the planning area.
 6. To provide for safe and reasonably expeditious movement for local residents and minimize the disruptive influences of through traffic.
 7. To provide adequate local roads to: a) afford access to individual properties; b) permit safe, pleasant travel between parts of the planning area; and, c) connect local areas within the planning area to thoroughfares.
 8. Trafficways should be of a character and size that is compatible with the rural character of the town.

3102 (Not Used.)

3103 (Not Used.)

3104 (Not Used.)

Principles

- 3105
1. Through traffic should be handled on trafficways on the periphery of the planning area to the maximum extent possible.

2. All thoroughfares and major local roads should be carefully located, designed and landscaped to preserve the beauty of the area, prevent ground failure and erosion, limit impervious surface and help shield residents from noise and air pollution. Particular care should be given to retaining trees and other vegetative cover. Cuts and fills should be minimized and molded to natural contours.
3. Scenic routes through the area should be developed as greenways and scenic corridors.
4. Thoroughfares and major collector roads should be located and designed so as not to separate residents from local service facilities.
5. The system of thoroughfares should be coordinated with thoroughfares in adjacent areas.
6. All thoroughfares should have rights-of-way of sufficient width to permit planting of trees and shrubs to provide a substantial buffer between the roadway and adjoining properties.
7. Where choice is required between a direct route which has adverse impact on local residents or disrupts the natural features of an area, and a less direct route which has less adverse impact, the second alternative should be preferred.
8. Roads should be designed for safe travel at moderate speeds and to minimize the cost of maintenance.
9. On-road parking should be discouraged.
10. Trafficways within the town and its spheres of influence, other than Junipero Serra Freeway, should be limited to two lanes except where additional lanes are needed for turning movements.

Standards

- 3106
1. Standards of curvature, grade, alignment and sight distance should be conducive to safe, convenient travel on the following classes of trafficways: freeways, arterial roads, major collectors, minor collectors, and land service roads. Within limits imposed by safety, these standards should be modified in steep and difficult terrain to ensure that the scenic qualities of the area are not damaged. Also, the "country lane" quality of roads should be fostered to the maximum extent feasible and still meet an acceptable level of safety.

2. Adequate provision should be made for pedestrian, bicycle and equestrian crossings at appropriate locations. Specific locations should be controlled to provide adequate sight distance and minimize hazard. Such crossings should be clearly distinguished by signs and lane markings.
3. All traffic entering thoroughfares or major collector roads should be controlled by stop signs, channelization or other appropriate devices.
4. Where warranted by traffic volume and physical conditions, appropriate means of traffic control should be employed on roads other than thoroughfares and major collectors in order to provide safe, expeditious movement of traffic.

Description

3107 A system of freeways, arterials, and major and minor collectors provide for movement within and through the planning area. Major through traffic would use routes either on or near the boundaries of the planning area leaving most of the planning area with only local roads to serve local traffic.

Freeways

3108 The Junipero Serra Freeway is shown on the plan diagram. The Junipero Serra Freeway has had a very significant impact upon the planning area in terms of accessibility, noise and change to the landscape. Significant steps were taken to help assure that its design is compatible with the natural setting. Of particular concern have been the crossings over San Francisquito and Los Trancos Creeks. These crossings are on structures designed to minimize interference with the character of the creeks. At both of these crossings, there should be safe provisions for through trails and paths.

Arterials

3109 Nine arterials are shown on the plan diagram and described below.

3110 **Alpine Road.** Alpine Road serves as an arterial from Junipero Serra Boulevard to Portola Road. It is one of the two major arterials providing access to the majority of the planning area. It should remain as a two lane road within the town limits. This is described in detail in the Alpine Scenic Corridor Plan, Part 6.

3111 **Portola Road.** Portola Road should remain as a two lane road. As the main road through Portola Valley, it is important to control the

development along the road and to carry out a planting program where natural vegetation is lacking. Buildings should be well set back from the roadway in order to preserve the open qualities essential to the present rural quality of the valley.

- 3112 **Skyline Boulevard.** Skyline Boulevard is a State Scenic Highway. The general plan designates the route as a scenic corridor. It is envisioned that this will remain a two-lane facility passing through largely undeveloped land within the planning area. As a part of the scenic corridor, several stopping points with outstanding vistas are proposed. Also, the route will be a corridor for trails and paths. Special building setbacks and design controls should be maintained on lands fronting on the road.
- 3113 **Sand Hill Road.** That portion of Sand Hill Road from Junipero Serra Freeway to Portola Road should be adequate as a two-lane road.
- 3114 **Junipero Serra Boulevard.** Junipero Serra Boulevard is a two-lane facility within the planning area.
- 3115 **Old La Honda Road.** Most of Old La Honda Road is outside the planning area. It is shown, however, because it provides the principal access to the portion of Portola Valley along Skyline Boulevard and also because of its importance as a route between the bayside and coastside of the peninsula. This road, which would be very difficult to widen, will be pushed to its capacity limits.
- 3116 **Whiskey Hill Road.** Whiskey Hill Road is now developed as a two-lane road and should have sufficient capacity.
- 3117 **Arastradero Road.** Besides accommodating traffic to and from the residential areas in the Palo Alto Foothills, Arastradero Road provides an important link for some residents of the planning area traveling to the south Palo Alto area. Two lanes should be sufficient.
- 3118 **Page Mill Road.** Page Mill Road will be an important road providing access to and from residential development in the lower Palo Alto Hills and Los Altos Hills. In addition, it plays an important role as a connection between the lower portion of Palo Alto and the Skyline Scenic corridor and the Palo Alto Foothill Park.

Major Collectors

- 3119 The plan diagram indicates several major collectors: Westridge Drive, Alpine Road from Portola Road to Willowbrook Road, Los Trancos Road from Alpine Road to Los Trancos Woods, and the La Mesa-La Cuesta loop in Ladera.

Minor Collectors

- 3120 Some of the minor collectors indicated on the plan diagram are existing while others are proposed. The existing ones are proposed to follow essentially the existing alignments while the proposed routes are only general in location. Not all of the minor collectors are shown on the plan diagram. Additional minor collectors will be needed, and in the main these can be constructed in conjunction with private development.
- 3121 Alpine Road, from Willowbrook Drive, is designated a minor collector to its intersection with Ciervos Road (approximately 1,000 feet southeast of Joaquin Road). This length of road passes through a steep-sided, narrow canyon of great natural beauty. Accordingly, this canyon is designated as a greenway. This length of road can not be widened without great harm to the environment and should therefore remain a narrow road. It is likely it should remain a one-lane facility with increased places for passing. Southeast of Ciervos Road the grade and alignment are extremely poor and it is recommended that the road continue to be closed to other than emergency vehicles and used for trail and path purposes.
- 3122 While the comprehensive plan diagram does not show road connections from the floor of the valley to Skyline Boulevard within the planning area except for Old La Honda Road, it is recognized that some minor connections will be appropriate. Such connections should be for emergency purposes only.

Trails and Paths Element

Introduction

- 3200 Many activities may be provided for by a network of trails and paths in the planning area. Children reach schools, shops and after-school play areas by bicycle and on foot, and they walk to bus stops. Strollers take short neighborhood walks, especially when the way is safe and pleasant. Horseback riders, hikers and runners take longer recreational trips and seek out the more remote areas. An occasional organized group sets off for out-of-town destinations. The hiker escapes to the most undeveloped and rugged places as do children. A nearby coach sends a track team to Skyline for training. Bicycle enthusiasts and runners from nearby and within the town travel along flat shoulders and paths for health and sport. Some Portola Valley residents bicycle to work. A school class walks to a select site for a nature lesson. A rider or a hiker stops at a scenic spot, a destination that has spurred the person on, to rest. People who pass one another at a leisurely pace, stop and chat. And those who use and appreciate the open spaces of the town should take on a protective attitude and seek to protect these areas against all manner of destruction—from fire to inappropriate development or use.
- 3201 The trails and paths element includes objectives, principles, and standards; a description; and a plan diagram. The trails and paths element provides a guide to establishing a free and unimpeded network that will allow and promote trail and path use.
- 3202 The gradual development of the trail and path system will be accomplished through the subdivision process, through the application of regulations included in the town's subdivision ordinance at the time land is subdivided, through public programs of acquisition and development, and through cooperative private efforts.

- 3203 The trails and paths shown on the trails and paths plan diagram (located in a pocket at the end of this general plan) include those presently developed and those proposed on public rights-of-way or easements, together with new trails in locations where no right-of-way or easement exists at present. Some trail and path routes are indicated as being on or adjacent to public streets or easements or following property lines, and such locations are intended to be controlling. Where proposed trails or paths traverse unsubdivided lands, routes are intended to indicate general location and could be secured even with considerable variation in location and alignment.
- 3204 Upon adoption of this plan, no trail or path shall be opened or developed on an existing trail or path easement, except in the normal subdivision process, without first: 1) determining if the proposal is in conformity with the general plan, and 2) holding a public hearing after giving notice to the owners of land abutting on such proposed trail, or path, or easement. Town council action on such matters will be taken only after giving due consideration to the facts and opinions presented at the public hearing.
- 3204 a Trail and path easements shall not be established on developed residential properties without the property owners' consent except in association with an application for a conditional use permit or a subdivision.
- 3204 b Development of trails and paths should be in accordance with the construction standards and inspection procedures previously adopted by the town. The town should give consideration to formulating maintenance standards and rules for trail and path users to provide additional guidance to the maintenance and use of the trails and paths system. Where a property owner desires to place planting or improvement on a public right of way, and before such use is made by the property owner, that person shall make a presentation to the town council and there shall be a public hearing to determine if such use is in the public interest.
- 3204 c It is recognized that from time to time trails and paths not shown on the trails and paths element diagram will be appropriate as a part of a subdivision or conditional use permit approval process in order to meet the needs of persons traveling by foot, horse or bike within the town in locations that are safe. These trails will normally be expected to provide connections to the trail system shown on the trails and paths element plan diagram. Any such trail or path shall be in keeping with the objectives, goals and principles of this element.
- 3204 d In the event the town desires to develop a trail within an existing public road right of way, the town council shall, after having received a

recommendation from the trails committee, hold a public hearing before designating the trail for development.

3205 The trails and paths element proposes a comprehensive system of trails and paths. This system provides for horseback riding, hiking for pleasure, walking to schools and other community facilities, and bicycling for pleasure as well as to and from local destinations. The more major trails and paths also provide for travel through the planning area, and for residents to travel from the town to nearby destinations. The character and quality of the trail and path system is intended to have high scenic value throughout because of the low density rural character of the community and the town's dedication to furthering the concept of Portola Valley as an open space preserve in the Midpeninsula.

3205a Definitions

1. **Hiking Trail** – A way suitable for hiking not generally used by horses. Generally unsurfaced.
2. **Riding Trail** – A way suitable for horseback riding also used by hikers. Generally unsurfaced.
3. **Pedestrian Path** – A way suitable for pedestrians and minor bicycling. Surfaced. Not open to horses.
4. **Bicycle Path** – A way suitable for bicycling and for pedestrians. Surfaced. Not open to horses.
5. **Bicycle Lane** – A paved border of a road separated by a stripe or other means from the motor vehicle lanes. For use by bicycles with auto arking prohibited except for emergencies.
6. **Through Trail or Path** – A facility passing through Portola Valley, but which can also be used by residents for shorter trips within the town.
7. **Local Trail or Path** – A facility for trips within Portola Valley or affording connections to through trails or paths.
8. **Trailside Preserves** – Small areas generally near or on trails or paths accessible to users where unique, attractive, or valuable views, groves, or other natural features may be enjoyed or conserved.

Objectives

- 3206 1. To provide a system of hiking and riding trails, pedestrian paths, bicycle paths and lanes to:

- a. provide recreation, particularly scenic, quiet, leisurely neighborhood walks and rides;
 - b. furnish easy access to trails from individual properties;
 - c. permit safe, pleasant travel between parts of the community;
 - d. connect local areas within the town to through trails and paths within and adjoining the town;
 - e. create opportunities for nature and conservation education.
2. To create a tradition of access to and use of open space so that citizens will not willingly relinquish these rights under the pressure of urbanization. Access to and use of open space should be circumscribed to the extent necessary to prevent undue interference with use and enjoyment of private property.

Principles

3207

1. General

- a. Whenever possible, trails and paths should be separated from auto parking areas and roads, particularly those carrying heavy traffic.
- b. Plantings in public trail easements or public road rights of way shall be of native plants and trees and shall not interfere with the use of the easements for public purposes such as equestrians, hikers, pedestrians, bicyclists and runners.
- c. When the town determines that an existing public trail easement or a public road right of way is to be used for public purposes such as equestrians, hikers, pedestrians, bicyclists and runners, such use(s) shall take precedence over private plantings and improvements in said easement or right of way.
- d. Whenever possible, trails and paths should follow creeks and canyons, scenic ridges, and other routes of natural beauty and avoid developed properties.
- e. The system should provide a variety of local recreational loop trips convenient to residents and possible to complete in one to four hours.
- f. High usage requires separate alignment of all facilities, but where use is moderate and other conditions allow, riding and

hiking trails, or pedestrian paths, bicycle paths and hiking trails can be combined as single facilities.

- g. Routing and construction of trails and paths should be done with great care so that they:
 - 1) are designed to adapt to the existing natural state without rigid specific engineering stipulation;
 - 2) disturb the natural conditions of terrain and vegetation as little as possible;
 - 3) provide a variety of experiences for users;
 - 4) provide convenient, safe passage;
 - 5) minimize intrusion on privacy in residential areas;
 - 6) encourage use without incurring excessive maintenance costs.
- h. The number of road crossings, particularly along thoroughfares, should be at a minimum, and where they are necessary crossings should be located, designed and marked to provide maximum safety.
- i. The junctions of trails and paths with roads should be limited in number and designed and located to minimize over use by people arriving in motor vehicles.
- j. Through trails, paths and bicycle lanes should connect to those in adjoining jurisdictions, and within the town special care should be taken to minimize intrusion into residential areas.
- k. Through routes should be marked so that they can be easily followed and so that deviation onto local trails will be minimal. Markers should be unobtrusive.
- l. Fences, warning signs and gates to discourage wandering off trails and paths onto nearby properties should be used only where absolutely necessary. The emphasis should be put instead on routing trails and paths to avoid such problems with reliance on vegetation barriers and well-built, well-maintained and well-marked facilities to keep users on trails.
- m. The trails, paths and bicycle lanes of the town are not to be used by motor vehicles. Design should discourage or prevent such

use where feasible even if it creates some inconvenience to legitimate users.

- n. Stopping places should be provided at scenic spots (trailside preserves) that can easily be reached on foot.
- o. Trails and paths should skirt rather than traverse grasslands to avoid scarring and creating erosion problems.
- p. Trails shall be designed and constructed so as to minimize changes in the natural flow of water across the land.
- q. Residents are encouraged to assist in maintaining trails
- r. In locating and designing trail heads, attention should be given to minimizing the need for automobile access. Where such access is necessary, the location and design should minimize the impact of traffic and parking on nearby residences.
- s. Dogs, when on public trails, should be on leashes.

2. Riding Trails

- a. Riding trails should be routed to serve all community stables and residential areas where horsekeeping on lots is permitted.
- b. Trail design should be such that horses are discouraged from leaving the trail in developed parts of parks, shopping areas, school yards, and other such places where they would be a hazard and a nuisance. Hitching racks should be provided at the limits of such areas to discourage passage through them.
- c. Where riding trails cross driveways, non-slip surfaces shall be required.

3. Hiking Trails

- a. Because hiking trails and riding trails require different grades and alignments and because horses depreciate the hiking experience, separate hiking and riding trails, especially in steep, unstable terrain, are warranted.
- b. Part of the hiking trail system should be constructed so as to provide for short, easy neighborhood strolling.
- c. Bicycles should only be allowed on hiking trails where width, grade and sight distance provide sufficient safety.

4. Bicycle and Pedestrian Paths, Bicycle Lanes
 - a. In the less precipitous parts of the town, pedestrian paths and bicycle paths and lanes should provide convenient and safe access to community facilities, particularly to schools.
 - b. Pedestrian paths should be provided where needed along busy streets to serve school bus stops.
 - c. The pavement of short culs-de-sac may be used in lieu of paths and bicycle lanes if they provide safe bicycling and walking, but riding trails should not be on the pavement.
 - d. Bicycle lanes should be provided and marked on the paved shoulders of most, if not all, arterials where high speed bicycling is anticipated, and provided elsewhere as necessary for more local use, especially to serve children going to school.

Standards

- 3208 1. Pedestrian paths and bicycle paths and lane facilities should provide access to schools within at least the following distances from schools as measured by the shortest traveled road:

	<i>Pedestrian Path</i>	<i>Bicycle Path and/or Lane</i>
Kindergarten - Grade 3	3/4 mile	1-1/4 miles
Grades 4 to 8	1 mile	2 miles

Description

- 3209 The facilities intended to meet the needs of riders, hikers, walkers and bicyclists are shown on the trails and paths plan diagram. This diagram shows a system of through trails for the entire planning area and a system of local trails and paths in the valley floor developed portion. In the large undeveloped hillside part of the town, it is recommended that as development plans are prepared the routes shown should be refined and a more extensive local trail and path system developed. Street shoulders should be indicated as potential trails in lieu of a sidewalk system.
- 3210 The connections of through trails to bordering jurisdictions are indicated. Walkers and riders from outside the town are expected to be relatively few – largely residents from near the town limits. Bicyclists, because they can travel further and faster than walkers and riders, are expected to be the principal visitors. To discourage use of local trails by motorists leaving their cars, no auto parking facilities should be provided adjacent

to any trail, except as may be required to serve a local facility or as may be necessary to permit reasonable use and enjoyment of Skyline Scenic Corridor.

- 3211 The diagram does not indicate through routes as distinct from the local routes, nor does it distinguish what can be called main routes. Main routes would include the through trails and paths and most heavily used and essential parts of the local routes, and would be the routes most clearly a public responsibility. The designation of the main routes and a study of maintenance cost for them is needed.
- 3211a While the trails and paths element plan diagram shows a system of trails and paths in the town, as proposed subdivisions or conditional use permits are reviewed by the town it may be appropriate to add trails and paths to provide safety for pedestrians, equestrians and bicyclists. Such additions are consistent with the trails and paths element as long as they meet the objectives, principles and standards of this element and are approved pursuant to public hearings for which affected property owners have been given notice.

Riding Trails

- 3212 An extensive system of riding trails exists in the developed part of the town. It is primarily a roadside system on the road rights-of-way and adjacent private easements. The plan proposes only minor changes and additions to these existing trails to improve hazardous situations and secure the few opportunities that remain for good off-road riding in natural surroundings.
- 3213 Some of the best riding opportunities in the eastern portion of the town are outside the town limits but largely within the planning area – along the floor of Portola Valley to Searsville Lake, along San Francisquito Creek to Los Trancos Creek, and along Los Trancos Creek. Further development of a permanent riding system in these valley-bottom areas will be dependent upon cooperation with other jurisdictions and the major property owner, Stanford University. The integrity of Jasper Ridge and the Searsville Lake marsh needs to be protected in order to preserve these areas for research and wildlife; therefore, no trails or paths should penetrate these areas.
- 3214 In the western undeveloped part of the town three major traversing riding trails are proposed – two near the valley floor and one along Skyline. The lowest trail is the riding trail generally along Portola Road, and the upper trail would be an integral part of Skyline Scenic Corridor. Connections from the valley floor to the Skyline are proposed. One major connection leads from Portola Road north of the intersection with Westridge Drive. This connection would serve a principal source of

horse-generated traffic, since it is directly accessible to the Springdown Farm Boarding Stable and close to the intersection of Westridge Drive with a trail connection serving Westridge.

Hiking Trails

- 3215 Riding trails will be used by hikers to a limited extent in all parts of the town but the main hiking areas and trails are limited to the western, still-to-be developed part of town. A major hiking trail here is a traversing route with varied scenery that crosses many spurs and canyons. This route will provide for short easy strolls into undeveloped canyons as well as for more rigorous hiking to and along the canyons themselves.

Pedestrian Paths

- 3216 The proposed pedestrian path system is limited in extent. Hopefully, it will provide permanent, safe, reasonably direct access to schools for most children living nearby – the prime function of the paths proposed. The system is limited because of the difficulty of providing paths in already developed areas, the desire to avoid the more urban aspects and costs of a complete walkway system and the assumption that most people intent on reaching community facilities (in contrast to making a recreational trip) will not walk far, especially over steep slopes. Pedestrian paths for strolling and for reaching bus stops should be provided in new developments, but are not proposed for the developed part of the town because they would be difficult and costly to establish. Improved bus loading areas and shelters as supported by the school district are recommended.

Bicycle Paths and Lanes

- 3217 Bicycle paths blending smoothly to bicycle lanes provide for local trips to school and community facilities and for recreational loop trips. Most routes proposed are restricted to the valley floor because the hills are not safe for combined use by hikers and bicyclists. One local route is proposed along the eastern, developed side of the valley, and another along the western, undeveloped side, with several cross connections. A through bicycle path along Alpine Scenic Corridor is partially completed with the balance planned for construction from Junipero Serra Boulevard to Portola Road. This facility should extend to Skyline Scenic Corridor up Los Trancos Creek. This bicycle path would be joined by the proposed bicycle path along the west side of Portola Valley.
- 3218 In addition to the bicycle paths, the plan shows bicycle lanes on steep roads for safe pleasant downhill travel that paths cannot provide. Also indicated is an uphill route on a hiking trail following the spur of the Windy Hill for those wishing to push their bicycles directly up to the

Skyline Scenic Corridor where bicycle lanes and a path are major regional facilities.

3219 (Not used.)

Plan Diagram

3220 The plan diagram showing the trail and path proposals is entitled trails and paths plan diagram and included separately in a pocket following this general plan.

Scenic Roads and Highways Element

Introduction

- 3300 The state scenic highway legislation passed in 1963 set up a plan and program for the designation of "Official State Scenic Highways." These were to be limited to state highways that traversed corridors of outstanding natural scenic beauty. The routes, nominated by local jurisdictions, were included in a master plan approved by the state. Official state designation comes only after the local jurisdiction provides assurance that the scenic quality of the road will be maintained and after such plans are approved by the Department of Transportation. Skyline Boulevard in San Mateo County, between Route 92 and the boundary with Santa Clara County, was the second highway in the state to receive official designation. Scenic highway law also authorizes the State Department of Transportation to designate county highways as "Official County Scenic Highways."
- 3301 In 1973, the legislature required all cities and counties to prepare a scenic highway element; however, the law was subsequently changed to make this an optional element. Inclusion of roads in this element could in some cases be a first step toward official designation as state or county scenic highways. The legislation also provides for "unofficial" scenic highways and is not meant to preclude local agencies from developing and adopting local scenic routes.

Objectives

- 3302
1. To provide policies with respect to designation of highways within the planning area that are or may be eligible for scenic highway designation by the state.
 2. To provide guidance regarding the maintenance of the scenic qualities of our major roads. Because Portola Valley is a place of unusual natural beauty, all roads in Portola Valley can be considered "scenic." However, it is possible that the pressure of increasing development and the resultant traffic could lead to the erosion of the aesthetic quality of our roadsides if care is not taken.

Principles

- 3303
- These principles are intended to guide future actions of the town and private parties.
1. Regulate density and land use, as provided in the general plan and zoning ordinances, with special attention to the view from the road.
 2. Give special consideration to site development, including controlled access for driveways and special setbacks for buildings.
 3. Keep the amount of roadway cuts and fills required in road maintenance or construction to a reasonable minimum.
 4. Contour and plant cut and fill slopes as an integral part of the road design, construction and maintenance process.
 5. Carefully control earth moving, grading, contouring and replanting in areas adjacent to and visible from the road.
 6. Keep traffic signs and markers to a minimum and place with consideration for the visual quality of the road. In addition, all commercial signs on scenic routes must be of such design as to be in keeping with a rural and natural atmosphere.
 7. Control the design of all structures abutting scenic routes, including review by the Architectural and Site Control Commission.
 8. Landscape all development along scenic routes and maintain such landscaping.
 9. The town and user groups should be responsible for the regular pick up of trash in the rights of way of town scenic routes.

10. Encourage planting of native wildflowers, shrubs, and trees on public and private property. Wherever possible, remove aggressive exotic volunteers such as yellow star thistle, pampas grass, acacia, Scotch and French broom and eucalyptus.
11. Provide hiking and riding trails and bicycling paths separated from the pavement, where possible, as a part of future road improvements.
12. As a condition of their conditional use permit, require commercial developments along scenic roads to maintain a neat and tidy appearance. Surroundings of the buildings must be kept clean, and planted areas must be maintained.
13. Give high priority to placing underground all existing overhead utility lines, and structures to the extent possible, along the town scenic roads. Do not erect new or additional overhead facilities.

Description

- 3304 The regulations of the Town of Portola Valley are designed to protect the natural beauty of the whole area, including roadways. Skyline Boulevard is already an officially designated State Scenic Highway. It is not anticipated that official state designation will be sought for the Alpine or Portola Roads. Nevertheless it is the intention of the town to protect and enhance the appearance of scenic roads and highways by careful attention to adopted design principles.

State Highways

- 3305 The two state highways designated in this plan as scenic highways are Skyline Boulevard and Highway 280.
- 3306 Skyline Boulevard (Route 35), from the intersection with Route 92 south to the county border, became the second officially designated scenic highway of the state on January 22, 1968. The town, by Town Council Resolution No. 38-1965, joined with the Town of Woodside and San Mateo County in requesting the designation. Town regulations for that part of the Skyline corridor lying within the town, as approved by the state, may be found in pages 58 to 76 of *A Proposed Corridor Plan for a Scenic Highway, Skyline Boulevard, San Mateo County* published by San Mateo County in September of 1967.
- 3307 Special town regulations adopted for the Skyline corridor should continue to provide for special building setback lines and design reviews.

- 3308 Part of Highway 280 is within the planning area and the sphere of influence of the town. The town recommended and the state designated Interstate Highway 280 as a state scenic highway because of the beauty of the countryside through which it passes and because of the many excellent features of its design.

Local Scenic Roads

- 3309 The two roads designated in this plan as local scenic roads are Alpine Road and Portola Road.
- 3310 Alpine Road is now a route of great natural beauty and variety. The creeks it follows through the foothills are lined with tall trees, and the countryside has kept much of its rural tranquillity. The mountain canyon is still wild and new views open up at each turn of the road. A superb scenic route already exists. It is threatened by change. The challenge is to find and pursue the ways that can protect and preserve this route through the mountains for our present enjoyment and the delight of future generations.
- 3311 The town has, since its incorporation, endeavored to protect the scenic quality of the Alpine corridor. From a policy statement adopted in July 1969:
- 3312 "The policy of the Town of Portola Valley has always been to maintain a tranquil, rural atmosphere, and to preserve a maximum of green open space. The Alpine Scenic corridor should be developed in accordance with the policy. The natural look and feeling of the land between the road and the creek should be maintained. Trees and natural growth should be preserved and increased. Recreational uses should be in keeping with a peaceful and rural atmosphere."
- 3313 In May, 1971, the town adopted the Alpine Parkway Plan, subsequently renamed the Alpine Scenic Corridor Plan, as a part of the town general plan which includes detailed description of the road and of related design policies (see part 6). Special provisions to implement the plan and to protect the corridor include:
1. Open space zoning for sections of the corridor.
 2. Special setback lines along a major portion of Alpine Road.
 3. An open space program which does and should include recommendations for land acquisition and regulations pertaining to the corridor.

4. The recreation element and the trails and paths element which include proposals for trails and paths in the corridor.

- 3314 Alpine Road above the intersection with Ciervos Road is a recreation route restricted to horse, bicycle, pedestrian and emergency vehicle traffic. The town endorses this designation. Nothing in this plan is meant to negate this provision.
- 3315 Portola Road within the confines of Portola Valley is the most "urban" of the scenic roadways. It is nevertheless a road of more than usual natural beauty, running through what may be considered the heart of the town—the floor of Portola Valley including residential areas, The Sequoias, the meadow, orchards, stables and properties. Special consideration should be given to building size, design and setbacks along this road.
- 3316 It is town policy that land abutting our scenic routes should be zoned to maintain the maximum possible open space and scenic quality. Land to the south and west of Portola Road is under special restriction, local and state, because it is underlain by major fault traces. The regulations of the town, and the design principles for Portola Valley scenic roads, should be sufficient to preserve the natural rural beauty of this corridor.

Connecting Roads

- 3317 Scenic roads in other jurisdictions such as Woodside, Menlo Park, Palo Alto and San Mateo County which connect to Portola Valley scenic roads are to be encouraged so as to provide a continuous quality of road corridor. All scenic roads in Portola Valley do, in fact, continue into adjoining jurisdictions. Also, the small portion of Arastradero Road in the town should be treated so as to be compatible with the scenic character in Santa Clara County and Palo Alto.

Part 4 – ENVIRONMENTAL QUALITY

- 4000 The elements in this part describe certain environmental quality objectives and criteria that pertain throughout the planning area. Three elements are included in Part 4: the safety element, the conservation element, and the noise element.

Safety Element

Introduction

Purpose

- 4100 The safety element presents: 1) an identification and evaluation of geologic and fire hazards in the Portola Valley planning area, 2) a statement of official Portola Valley town policy for the avoidance, reduction or abatement of those hazards, and 3) guidelines for disaster response. The basic purpose of the element is to provide a policy basis for measures the town should take to prevent loss of life, reduce injuries and property damage, and minimize economic and social dislocations which could result from earthquake, conflagration and certain other natural hazards.

Scope

- 4101 The element deals with the potential geologic and fire hazards to persons and property in the planning area. Thus, geologic and fire hazards are treated while such hazards as wind storm, lightning, falling trees, unsafe structures, motor vehicle accidents and crime (including theft, threats to personal safety and vandalism) are not included. These other hazards are dealt with to some degree in other elements of the general plan. In addition, town regulations and state laws provide public policy and regulate conduct in relation to a wide range of hazards. The town should determine the further extent to which the powers and resources of town government could be utilized to improve public safety. Specific hazards could be ranked in relation to impact, efficacy of present programs, and costs. The basic question is: How can town powers to inform, regulate or provide facilities and services be more beneficially applied (in a cost-effective sense) to increase public safety without unduly infringing upon personal freedom of choice and action?

Definitions

- 4102 The following definitions of technical terms are used in this element of the general plan:
1. **Hazard:** a source of danger, peril or jeopardy.
 2. **Risk:** the chance of injury, damage or loss.
 3. **High Risk:** high probability of property loss and/or personal injury.
 4. **Seismic:** pertaining to or caused by an earthquake.
 5. **Fault:** a plane or surface in earth materials along which shear failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation of stress in the rocks.
 6. **Active Fault:** a fault that has moved in recent geologic time (10,000 years m.o.l.) and which is likely to move again in the relatively near future.
 7. **Inactive Fault:** a fault which shows no evidence of movement in recent geologic time and which is inferred to have little potential for movement in the relatively near future.
 8. **Fault Zone:** a zone of related faults which commonly are braided and sub-parallel, but which may be branching and divergent. Its width ranges from a few feet to several miles.
 9. **Fault Trace:** the intersection between a fault plane and the ground surface. It is graphically portrayed as a line plotted on geologic maps.
 10. **"Maximum Probable" Earthquake:** the greatest magnitude earthquake which can reasonably be expected to occur in a particular area.
 11. **Ground Failures:** includes landslide, soil liquefaction, lurch cracking*, surface faulting, ground settlement, lateral spreading*, soil creep, soil expansion.

* Not considered to be a significant hazard in Portola Valley, but if new information reveals problems of public concern, the element should be expanded to address the hazard.

12. **Soil Liquefaction:** change of water-saturated cohesionless soil to fluid-like state usually from intense ground shaking; soil loses strength and flows as a liquid.
13. **Landslide:** the downslope movement of masses of earth material along a slip surface.
14. **Active Landslide:** a landslide which is moving or shows signs of movement within historic time.
15. **Ancient Landslide:** a landslide deposit which does not show signs of having moved within historic time.
16. **Landslide Deposit:** earth materials which have been deposited through the process of landsliding.

San Mateo City-County Planning Task Force Report

- 4103 During 1974-75, Portola Valley cooperated with the other cities in San Mateo County and the county in the preparation of a draft seismic and safety element. The county draft provides a broad setting for the Portola Valley element and includes matters which could later provide a basis for modifications to the Portola Valley element. The draft county element is in two volumes as follows: *Seismic and Safety Elements of the General Plan, Volume One: Goals, Policies and Programs; Volume Two: Technical Supplement.*

Goals

- 4104 The basic goals of the Town of Portola Valley in adopting this element of the general plan are to prevent loss of life, to reduce injuries and property damage and to minimize economic and social dislocation which may result from earthquakes, other geologic hazards and fires.

Objectives

- 4105 The objectives of the Town of Portola Valley in adopting this element of the general plan are:
1. To define the relative degree of risk in various parts of the planning area so that this information will be used as a guide for minimizing or avoiding risk for new construction and for risk abatement for existing development.
 2. To minimize the risk to human life from structures located in hazardous areas.

3. To provide a basis for designating land uses which are appropriate to the geologic and fire risks of the various portions of the planning area.
4. To ensure that facilities whose continuing functioning is essential to society, and facilities needed in the event of emergency, are so located and designed that they will continue to function in the event of fire or natural disaster.
5. To facilitate post-disaster relief and recovery operations.
6. To increase public awareness of geologic and fire hazards, and of means available to avoid or mitigate the effects of these hazards.

Principles

4106 The following principles are intended to guide the town and private parties in future actions.

1. Land uses should be controlled to avoid exposure to risk in excess of the level generally acceptable to the community (defined in this element as "Acceptable Risk").
2. Locate development, to the maximum extent feasible, should avoid areas which present high risk exposure.
3. Development in hazardous areas should be limited to structures and improvements which would not threaten human life or cause substantial financial loss if damaged, or the development or site should be engineered to mitigate the hazard.
4. Where utility lines and roads are located in or cross high hazard areas, all reasonable measures should be taken to insure continuity or quick restoration of service and prevention of secondary hazards such as fire or flood.
5. High hazard areas should not be subdivided unless and until adequate mitigating measures are assured.
6. Critical facilities, such as major transportation links, communications and utility lines and emergency shelter facilities, should be located, designed and operated in a manner which maximizes their ability to remain functional after a disaster.
7. New structures should be designed and constructed to withstand, within levels of acceptable risk, the hazards known to exist at their locations.

8. Additions to or modifications of existing structures should not decrease the ability of the original structure to withstand any earthquake or other geologic hazards.
9. The public should be made aware of hazards and measures which can be taken to protect their lives and property.
10. Reports of geologic and/or soil investigations should be required in all instances in which a permit is sought and available information indicates a potential substantial threat to life or property from a geological hazard.
11. The location and extent of areas covered by soil and geologic investigations received by the town should be recorded on a town map, and the reports thereon should be considered to be public records. Where appropriate, the results of such detailed investigations will be utilized to supplement and supersede more general information.

Acceptable Risk (In Relation to Structures and Occupancies)

- 4107 This section: (a) defines the term "acceptable risk", and (b) assigns various structures, occupancies and land uses to risk classes.

Acceptable Risk

- 4108 The term "acceptable risk" is used to describe the level of risk that the majority of citizens will accept without asking for governmental action to provide protection. To illustrate this point, consider a site which is subject to occasional flooding. If the chances are one in a thousand that the site will be flooded in any given year, local citizens will probably accept that risk without asking for special protection. If the chances of flooding are one in ten, however, either governmental regulations would be enacted to keep people from building on the site (in order to protect life and property), or property owners would ask that government build protection devices to control the flood waters.

Classification of Structures and Occupancies

- 4109 Five major classes of structures and occupancies are established in Table 1 for the purpose of risk rating. The first two classes include critical facilities and occupancies – those structures and occupancies which are especially important for the preservation of life, the protection of property or for the continuing functioning of society. Less critical structures and occupancies are included in Classes 3, 4 and 5. The table includes structures and occupancies not presently or likely to ever be in the Portola Valley planning area. They are included, however, to provide a context

for the particular structures and occupancies relevant to the planning area. The fourth column in Table 1 describes the maximum amount of damage deemed acceptable in the event of a great earthquake similar to the 1906 earthquake or in the event of a major fire. The last column classifies the acceptable damage in terms of acceptable risk.

Potential Hazards in the Planning Area

4110 Each of the following potential hazards is briefly described in the following pages as it relates to the Portola Valley planning area:

1. Faulting
2. Ground Shaking
3. Landsliding
4. Ground Settlement
5. Soil Liquefaction
6. Flooding
7. Erosion and Sedimentation
8. Expansive Soils and Soil Creep
9. Fire Hazards

4111 Documents upon which these descriptions are largely based and which provide additional pertinent information are listed in Appendix 14. Also, the most pertinent references for each type of hazard are listed by numbers in parentheses within and following each hazard summary.

4112 The descriptions of the hazards contained herein and in the sources cited in Appendix 14 provide the general basis for applying the policies set forth in this element. As new information becomes available which supplements or modifies these descriptions of hazards, such new information, when officially accepted by the town, may be used in applying or interpreting town policy.

Faulting

4113 Portola Valley is bisected by the San Andreas Fault Zone which is made up of a large number of individual fault traces along which movement has occurred at some time in the past. A few of the traces of the San Andreas Fault Zone are considered to be active; some are deemed to be inactive; and others are poorly defined or are as yet unrecognized, and the

Table 1. Risk Classification of Structures, Occupancies, and Land Uses

Class	General Category	General Examples	Acceptable Damage to Facility	Level of Acceptable Risk
1-A	Facilities whose failure might be catastrophic	Nuclear reactors, large dams	None which would result in exposing affected population to death or injury	near zero
1-B	Facilities whose continuing function is critical	Power plants, power intertie systems	None which would impair safety of facility or disrupt function	extremely low
2-A	Facilities critically needed for services after disaster	Hospitals, fire stations, telephone exchanges	None which would impair safety of facility or disrupt function	extremely low
2-B	Critical transportation links	Regional highways, bridges, rail lines, overpasses, tunnels	Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service	low
2-C	Major local utility lines and facilities	Power substations, gas and water mains	Minor non-structural; facility should remain operational and safe, or be susceptible to quick restoration of service	low
2-D	Small dams	Small dams	None which would expose "downstream" population to injury	extremely low
3-A	High occupancy structures	High-rise apartments and offices, schools	No structural damage; minor non-structural damage, but structures should remain safe and usable	low
3-B	Facilities highly desirable for shelter after disaster	Schools, churches, civic buildings	No structural damage; minor non-structural damage, but structures should remain safe and usable	low
3-C	Local roads, utilities and communication facilities	Local roads, local utility lines	Damage should be susceptible to reasonable rapid repair (or utility shut-off)	moderate
4-A	Medium occupancy structures	Most commercial and industrial buildings; apartments	Structural integrity must be retained; non-structural damage should not unduly endanger safety of occupants	low
4-B	Low occupancy structures	Single family homes	Structural integrity must be retained; non-structural damage should not unduly endanger safety of occupants	low
5-A	Open space, with developed sites	Recreation areas, orchards, vineyards	Structural integrity must be retained; non-structural damage should not unduly endanger safety of occupants	moderate
5-B	Open space, with undeveloped sites	Grazing lands, forests	Not applicable	moderate

possibility of their activity is questionable. Experience in California and in other parts of the world where active faulting is taking place indicates that future fault movements are most likely to occur along the traces of recent displacements. Ground rupturing, with horizontal displacements of 8 to 10 feet, took place along several fault traces through Portola Valley in the 1906 earthquake. Measurable earth strain and other geologic considerations suggest that similar or greater amounts of displacement may be anticipated in the Portola Valley area in the years ahead. Recurrence intervals for major movements along the Portola Valley segment of the San Andreas Fault are calculated to be approximately 100 years.

- 4114 Although future fault movement is generally anticipated along only those faults judged to be active, there is always the possibility that movement may occur along traces deemed to be inactive, previously unrecognized, or newly formed. The most detailed information regarding the description and location of the most readily recognizable active fault traces in the Portola Valley area is contained in the report by W.R. Dickinson entitled "Commentary and Reconnaissance Photogeologic Map of San Andreas Rift Belt, Portola Valley, California" (1)* and accompanying map (2).
- 4115 The traces of the San Andreas Fault Zone judged to be active and with significant potential for future displacement are shown with distinctive heavy lines on the geologic map of the Town of Portola Valley (Scale 1" = 500') (3). Fault traces from this source are also shown on the Special Studies Zones Maps of the Mindego Hill and Palo Alto Quadrangles (Scale 1" = 2000') (4), issued by the California Division of Mines and Geology in compliance with requirements of the Alquist-Priolo Special Studies Zones Act.
- 4116 The hazard associated with active fault traces is clear. Any structure built across such a trace and subsequently offset by faulting would be in danger of collapse and constitute a threat of life. Studies of the San Andreas Fault in California and other similar faults elsewhere in the world show that dislocations associated with faulting tend to be concentrated along relatively narrow traces. A belt of disturbed ground several hundred feet wide or more, characterized by secondary fractures and cracks, ground lurching and warping may develop along traces of dislocation. Although deformation of this zone may result in serious structural damage to buildings within it, the risk of structural collapse due solely to permanent ground displacement is considerably less than for sites across or immediately adjacent to the principal trace of movement. For further

* All references referred to by number are listed in complete citation form in Appendix 1.

information, see also references (4a) (4b) (4c) (4d) (5) (6) (7) (8) (9) (10) and (11).

Ground Shaking

- 4117 Although sparsely populated, the Portola Valley area experienced considerable damage from ground shaking in the 1906 earthquake, which is estimated to have been of a Richter magnitude* 8.3, with local intensities ranging from VIII to X, on the Modified Mercalli scale** (1956 edition).
- 4118 Experts estimate that there is a "significant probability" that the San Andreas Fault will produce an earthquake of the magnitude of the 1906 earthquake sometime during the next 30 years (12); this could be in the Portola Valley area, or elsewhere along other sections of the fault.
- 4119 The characteristics of a "maximum probable" earthquake which might affect the Portola Valley planning area are described in Table 2. In estimating risk of loss from an earthquake, the occurrence of the maximum probable earthquake (8.3 Richter, XI Mercalli) should be the assumed basis for prudent planning.

Table 2. Maximum Probable Earthquake on the San Andreas Fault

Magnitude	8.3
Maximum(a) Acceleration (g)	0.5g (peak 1.0g)
Predominant(a) Period (Seconds)	0.2 to 0.45
Probable Duration(b) of Strongest Ground Shaking (Seconds)	35+(total duration 50 to 60)
Maximum Modified Mercalli Intensity	XI

(a) see Schnabel and Seed (13)

(b) see Seed (14)

- 4120 Effects of ground shaking in Portola Valley would vary with different underlying rock formations, soil conditions, and the amount of underground water present. Those areas underlain by relatively thick, unconsolidated, water-soaked surficial sediments (such as some recent alluvial deposits) have a greater potential for damaging effects due to ground shaking than do areas of firm bedrock. Table 3, below, defines

* Magnitude is an objective, instrumentally determined measure of the energy released by an earthquake at its source. The magnitude scale is logarithmic, hence an increase in one unit of magnitude (e.g. 6 to 7) represents a ten-fold increase in energy released at the source.

** See Appendix 14 for explanation of the Modified Mercalli Intensity Scale.

three "geologic categories" in the Portola Valley planning area in which the geologic materials are grouped on the basis of their anticipated response to seismic shaking. Materials in Category A are considered likely to respond more actively to an earthquake than those in Category B, which in turn, would respond more actively than those in Category C.

Table 3. Relative Ground Shaking Potential in the Portola Valley Planning Area*

Increasing Ground Shaking Potential 	Geologic Category A	<i>Surficial Materials</i> – generally young, often saturated, unconsolidated alluvial deposits of gravel, sand, silt and clay commonly confined to valley floors; slope wash; landslide debris and artificial fill.
	Geologic Category B	<i>Near-Bedrock Materials</i> – semi-consolidated to consolidated older alluvial deposits of gravel, sand, silt and clay (Santa Clara Formation)
	Geologic Category C	<i>Bedrock Materials</i> – hard, stratified to massive, deposits of sandstone, shale, conglomerate, chert, mafic, igneous rocks and serpentine (generally shown as Stable Bedrock-Sbr-on Movement Potential Map of Portola Valley)

For further information, see references 3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17

Landsliding

- 4121 Landsliding is the mass-movement of soil and rock downslope along one or more recognizable slip surfaces; the movement may be rapid (as in rock-falls) or very slow (as in earth flows). In the California coast ranges, landsliding is a natural and widespread phenomenon occurring on many slopes underlain by relatively unstable rocks and soils. Initiation of movement of a new landslide or reactivation of an existing one may be caused by either natural processes or human activities. Strength of hillslope materials may be reduced by weathering and decay of rocks and soils, saturation and strong vibrations. The balance of forces acting on

* See Geologic and Movement Potential Maps of Town of Portola Valley for the location of areas underlain by materials described above, reference (3).

hillslopes, ordinarily in equilibrium, may be upset by addition of weight, removal of lateral support and seismic accelerations. Excavation, construction, irrigation and disposal of waste water in septic drainfields contribute to these processes. Strong ground motion during earthquakes may initiate new landslides and reactivate existing ones. Studies following larger earthquakes in California demonstrate that landsliding is commonly the most widespread type of earthquake related ground failure.

- 4122 The geologic map of Portola Valley shows the location of numerous landslides. Most notably, it indicates that more than half of the hillsides in the western portion of the Portola Valley planning area have been subject to landslide activity. Some of these landslides are ancient and naturally stabilized; some of them are recent and potentially hazardous; and some are actively moving. The hazard to public and private property as well as to public safety from landslides is clear. Roads and utility lines crossing an active landslide may be blocked or severed. Structures may be damaged or destroyed if encroached on or carried downslope by an actively moving landslide. For further information, see references (3) (7) (15) and (18).

Ground Settlement

- 4123 Ground settlement is the sinking of the surface of the land and is most commonly due to the compaction of unconsolidated granular sediments and soils. Compaction and settlement of such materials is a natural process that ordinarily takes place slowly and imperceptibly. However, the process can be accelerated by loading imperfectly compacted soils with embankments or buildings, by excessive withdrawal of ground water, or by ground shaking resulting from earthquakes. Seismically induced ground settlement or "shakedown" may occur very rapidly. Settlement, particularly when aggravated by human or seismic processes, may be unequally distributed over a small area (differential settlement) with damaging effects to foundations of structures resting directly on the settled ground. Ground settlement during earthquakes has been a major source of property damage in many earthquake-prone regions of the world.
- 4124 Areas within Portola Valley with the highest potential for ground settlement are those shown on the geologic map of the town as alluvium, slope wash, and landslide deposits. However, some areas underlain by other units may also be subject to ground settlement. Detailed site investigations are required to determine local settlement potential. For further information, see references (3) (5) and (15).

Soil Liquefaction

- 4125 Soil liquefaction is the phenomenon in which certain water-saturated soils temporarily lose their strength when subjected to intense shaking and flow as a fluid. Soils most susceptible to liquefaction are saturated, well-sorted, poorly-compacted, fine sands and silts. Substantial damage in California and other areas of the world has been caused by soil liquefaction brought about by earthquakes.
- 4126 Although sufficiently detailed geologic and engineering information to predict accurately sites of soil liquefaction in Portola Valley is not currently available, the possibility of liquefaction in localized areas along the valley floor, underlain by unconsolidated alluvium and a seasonally high water table, is considered to be relatively high.

Flooding

- 4127 In the past, Portola Valley has experienced minor flooding in areas adjacent to streams. These areas include portions of the natural floodplains of Corte Madera, Sausal and Los Trancos creeks, and locations where inadequate or obstructed drainage facilities have been unable to contain peak flows. Hydrologic principles suggest that similar minor flooding will recur sporadically and that somewhat more extensive flooding may take place during widely spaced intervals. The *Flood Insurance Study for Portola Valley* (20) prepared by the U.S. Soil Conservation Service in 1971 focuses attention on Corte Madera Creek and illustrates the potential for local to general overbank flooding for return periods between 10 and 500 years with floodplain water depths of up to 5 feet for the 100 year flood. Inundation by the 100 year flood is indicated for significant portions of the floodplain along Willowbrook Drive and between Westridge and the town boundary. The *Master Storm Drainage Report for Portola Valley* (1970) (21) cites a number of existing drainage facilities judged to be inadequate to pass 10 to 25 year flood flows or which are subject to obstruction by debris and which may contribute to local flooding conditions in their vicinity during periods of high runoff.
- 4128 In addition to the periodic recurrence of minor flooding due to intense rainfall, portions of Portola Valley are exposed to the hazard of flooding that may result from seismically induced failure of small dams. Boronda Lake in Palo Alto Foothills Park in the Los Trancos Creek drainage and the small reservoir behind The Sequoias and the Morshead Lake in the Sausal Creek drainage are retained by earthen embankments. Should either of these dams fail during an earthquake, some downstream flooding may be expected although no data are available to assess accurately either the seismic stability of the dams or the potential flood hazard.

For further information, see references (7) and (22).

Erosion and Sedimentation

- 4129 Erosion and sedimentation are on-going natural processes in Portola Valley as they are elsewhere in the world. Factors influencing the rate of erosion at any particular location include climate, weather, rock and soil characteristics, slope and vegetation. Erosion occurs chiefly on steeper slopes in the upper reaches of drainage basins where runoff velocities are high. Sedimentation, on the other hand, takes place mainly in the lower reaches of drainages where stream gradients and velocities are reduced. No stream gauging or sediment load data are available for the streams in Portola Valley, but it is apparent that the highest erosion potential is found on the steep slopes descending from Skyline Boulevard to the valley floor. Moderately high erosion potential also exists along some short, steep drainages in the Westridge and Alpine Hills areas.
- 4130 The *Report and General Soil Map of San Mateo County* (23), revised in 1970 by the U.S. Soil Conservation Service, provides a generalized view of the distribution of principal soil associations in the Portola Valley area and the relative erodibility of the soil groups. It assigns a high erosion hazard to the soils on the steep slopes west of the valley floor and a moderate hazard to the foothill areas to the east.
- 4131 Although no detailed studies of erodibility of the various geologic units (and their associated soils) shown on the geologic map of the town have been made, some generalizations are possible. Other factors being equal, surficial deposits of alluvium and slope wash as well as landslide deposits can be expected to be most susceptible to erosion; the beds of the Santa Clara Formation of intermediate erodibility; and the older bedrock units of least, but variable, erosion potential.
- 4132 Throughout much of Portola Valley and the surrounding area, the combination of natural slopes, soil structure and native vegetation contribute to a relatively slow natural erosional rate. On the other hand, where natural conditions are disturbed by grading and site development or poorly controlled animal keeping, erosion can be greatly accelerated and cause damage both to the site where it occurs and downstream where sedimentation of the eroded debris takes place.
- 4133 With the exception of the flood plain of Corte Madera Creek along the Portola Valley-Woodside boundary west of Mapache Drive, few persistent areas of natural sedimentation exist in Portola Valley. Most of the sediment produced by erosion is exported by stream flow beyond the boundaries of the town. Local sedimentation does occur along the main creeks and tributary drainages chiefly where human activities have altered stream flow characteristics. Here, sediment accumulations have

partially obstructed a number of culverts and drainage ditches, increasing the hazard of local flooding at these points.

For further information, see references (7) and (24).

Expansive Soils and Soil Creep

- 4134 Some soils and bedrock materials in the Portola Valley area swell when they become wet and shrink when they dry as a result of water absorption by certain expansible clay minerals they contain. Building foundations bearing on such materials may suffer destructive distortions if not properly engineered.
- 4135 Expansive soils may be encountered anywhere within the Portola Valley area, but they occur most frequently in areas shown on the town's Movement Potential of Undisturbed Ground Map as expansive soils and bedrock. Individual site investigations and laboratory testing are required to identify expansive soil conditions.
- 4136 Repeated expansion and contraction of soils on slopes results in slow creep of the soil layer in a downslope direction. The expansion and contraction may be caused merely by bulk adsorption and loss of water or freezing and thawing, but soils containing truly expansible clays are subject to pronounced soil creep. Soil creep may exert large enough lateral forces on building foundations to produce significant distortions of the structure or damage to the foundation if unanticipated in the foundation design. For further information, see references (3), (7), and (23).

Fire Hazards

- 4137 The Portola Valley planning area is served by the Woodside Fire Protection District, the California State Division of Forestry, and Stanford University. Northern and eastern portions of the planning area are also served by the Menlo Park Fire Protection District and the Palo Alto Fire Department. All of these fire protection services fight both structural and non-structural fires, although the equipment operated by the California State Division of Forestry is designed to be most effective against grass, brush and forest fires, rather than structural fires.
- 4138 A Fire Hazards Map, on which are designated areas subject to significant fire hazards, has been prepared by the Woodside Fire Protection District for the Portola Valley planning area portion of the district. This map can be found in a pocket following this general plan. The boundaries are approximate because: 1) they are based on general information and 2) hazards usually increase or diminish gradually rather than abruptly as shown by the lines on the map.

- 4139 The map indicates that except for a few isolated small areas in the developed portion of the town, the significant fire hazard area is that which lies south and west of Portola Road and south and east of Alpine Road. This includes primarily all of the undeveloped portion of the town. To varying degrees these area are considered hazardous based on the following four basic fire safety factors:
1. Water Supply. The basic criterion for judging the adequacy of water supply for fire fighting purposes is 1,000 gallons per minute for a period of 2 hours, with a residual pressure of 20-lbs/sq. in.
 2. Accessibility. The factor of "accessibility" is measured in terms of travel time from a fire station to a potential fire location. It is a measure of the time that a fire-fighting crew will need to get to the fire and start extinguishing it.
 3. Land Slope. Land slope influences fire safety in two ways. First, fire tends to spread up steep slopes far faster than it does on level land. Secondly, the slope of the land determines how easy it is to move firefighters and equipment to the scene of the fire.
 4. Flammability and Fuel Loading. The term "flammability" is an index of how easily material is ignited, while "fuel loading" is an index of how much material is present to burn. Dry grass, for example, is very flammable but has a very light fuel loading and would burn out quickly. On the other hand, a pile of firewood may be very hard to ignite, but once lit, would burn for a long time. The two factors are considered as a single rating factor in this study.
- 4140 The following portions of the planning area are not shown on the Fire Hazards Map: the open lands of Stanford University in the northerly part of the planning area including Jasper Ridge Biological Preserve, SLAC, Webb Ranch and the Academic Reserve; the unincorporated area southeast of the town; and the sparsely developed portions of Santa Clara County including the Palo Alto Foothill Park which occupy the easterly fringe of the planning area. An analysis employing the basic fire hazard factors previously described likely would reveal portions of these areas would be subject to significant fire hazards. When data is available from the responsible fire protection agencies, such data should be referenced herein.
- 4141 The conclusions drawn from the analysis of fire hazards in Portola Valley are:
1. The relatively level sections of the Portola Valley planning area which have been developed with roads and have good water supply systems are relatively well protected from fire hazards. These areas

can be reached quickly by fire fighting equipment, and firefighters area normally able to subdue fires in these areas quite rapidly. These lands include those which are not otherwise ascribed hazard designations on the fire hazards map.

2. The sections of the Portola Valley planning area which are in steep hillside terrain, have few roads and are lacking in water supply are relatively hazardous when judged from a fire safety point of view. These areas cannot be reached quickly by fire fighters, and when they are reached, fire fighters may have substantial difficulty in fighting the fire because of difficulty of movement, dependence on hand carried equipment, and lack of water. These lands are clearly the most hazardous in the planning area. For further information, see reference (25).

Policies

4142 The following policies are intended to guide the town and private parties in future actions.

- 4143 1. *Policies Concerning Fault Displacement Hazards*
- a. Consider all faults shown on the map "Fault Lines Mapped by W.R. Dickenson, November 1971" (2) and "Special Studies Zones Maps" (4), as each may be amended, as active faults, unless and until evidence to the contrary is developed through field investigations.
 - b. Locate structures for human occupancy appropriate distances from fault traces shown on the map "Fault Lines Mapped by W.R. Dickenson, November 1971" (2), as may be amended. Specify in town regulations appropriate distances from each type of fault trace and establish procedures for bringing about compliance with this policy.
 - c. Subdivisions, structures or other developments within the special studies zones shown on the maps "Special Studies Zones Maps" (4) should at a minimum comply with pertinent state regulations.
 - d. Design and construct new roads, bridges and utility lines (either public or private) that cross active fault traces in a manner which recognizes the hazard of fault movement. Such designs should consider that there is a possibility of a 20 foot right-lateral displacement on the Woodside and Trancos

traces of the San Andreas Fault. Equip water, gas, and electric lines that cross active fault traces with shut-off devices which utilize the best available technology for quick shut-off consistent with providing reliable service.

- e. Examine all existing utility lines that cross active fault traces to determine their ability to survive fault movement (in the amount described in paragraph d. above). Utility companies should institute orderly programs of installing shut-off devices on these lines, starting with the lines that cross the Woodside and Trancos traces and those which serve the most people. Consider above-ground crossing of fault traces where continued service and safety cannot be assured for subsurface lines. Establish and maintain adequate emergency water supplies in areas served by water lines which cross active fault traces.
- f. Consider fault traces such as those of the Pilarcitos Fault, the unnamed fault that trends past Searsville Lake along Bear Creek (26), and others shown on the Geologic Map of the Town as inactive in the review of applications for the construction of buildings for human occupancy, site development, land divisions and subdivisions. Appropriate geological investigations should be made and reviewed to determine the fault location and characteristics prior to the approval of any such applications.

4144

2. Policies Concerning Ground Shaking Hazards

- a. Design and construct critical facilities in the Portola Valley planning area to withstand the "maximum probable" earthquake and remain in service.
- b. Review the structural integrity of all existing critical facilities in the town and strengthen, remove or replace those which are found to be unable to meet policy a. above.
- c. Design and construct structures for human occupancy to retain their structural integrity when subjected to the anticipated shaking from a "maximum probable" earthquake. Place emphasis on seismic design and seismic bracing systems. Where deemed appropriate by the town, designs shall be reviewed by a structural engineer.
- d. The Town of Portola Valley endorses the review and updating of the Uniform Building Code (which the town has adopted by

reference), with the objective of adding to it revisions which reflect information gained from recent earthquakes.

4145 3. Policies Concerning Landslide Hazards

- a. Review all proposed developments with respect to the "Geologic Map" and "Movement Potential of Undisturbed Ground" map (3) of the town. Require geologic and soil reports for all significant development of all areas shown as landslides. Reports should be responsive to the information indicated on these maps.
- b. Locate structures for human habitation and most public utilities so as not to risk other than minimum disturbances from potential landslides. Give due consideration to mitigating measures, based on geologic and other reports acceptable to the town, which can be taken to reduce the risk from seismic and non-seismic hazards to an acceptable level (as defined in Table 1 and related text).
- c. Where roads or utility lines are proposed to cross landslide areas for reasons of convenience or necessity, they should be permitted only if special design and construction techniques can be employed to assure that acceptable risk levels will be met.
- d. Adopt implementing policies and/or regulations which are consistent with Policies a. through e. above and which will help assure that any failures of ground due to landslides will not endanger public or private property beyond levels of acceptable risk defined in this element.

4146 4. Policy Concerning Ground Settlement

- a. Consider those areas shown on the "Geologic Map" (3) as alluvium, slope wash or landslide deposits to be areas of potential ground settlement and require detailed site investigation of this potential. Address potential for settlement in other locations in routine site investigations.

4147 5. Policy Concerning Soil Liquefaction

- a. Consider the possibility of soil liquefaction in site investigations in connection with applications for development, especially in areas along the valley floor underlain by unconsolidated alluvium and a seasonally high water table.

4148

6. Policies Concerning Flood Hazards

- a. Review all applications for subdivisions, building permits and other similar approvals in the vicinity of major drainage channels with respect to potential flooding.
- b. Do not erect structures in areas determined to be subject to "100 year floods" unless appropriate measures will mitigate potential adverse effects on the structures and nearby properties. Minor structures where there is no threat to life and little threat to property may be excepted.
- c. Rely upon maps accompanying the *Flood Insurance Study, Portola Valley* (20), until superseded by more accurate maps, to define the "100 year flood" area along the relevant portion of Corte Madera Creek unless professionally prepared hydrological reports indicate that the subject site is not within an area which is subjected to "100 year floods."
- d. Replace or improve existing drainage structures such as culverts and pipes deemed to be inadequate to meet acceptable standards.
- e. Do not erect structures which will impede the flow of flood waters in a flood channel.
- f. Encourage owners of buildings which are in flood-prone areas to take appropriate measures to reduce the likelihood of flood damage to their property. Control any such measures so as to not increase the flood or erosion hazards to other properties.
- g. Maintain appropriate vegetation on the terrain in the Portola Valley planning area to minimize runoff of rainfall, consistent with other safety practices.
- h. The town intends to continue to participate in the National Flood Insurance Program and recommends that the Federal Insurance Administration expedite completion of maps which will indicate the areas in Portola Valley which are subject to "100 year floods."
- i. When more accurate maps are available indicating areas within the town which are subject to "100 year floods" the town should amend its codes and ordinances so as to prohibit construction which would be hazardous to life or property in these areas, or would adversely affect the flow of storm waters.

- j. When the state required flood inundation map for Searsville Dam is available, it should be used in reviewing land uses proposed in the general plan for affected downstream areas.

4149 7. Policy Concerning Erosion and Sedimentation

- a. Maintain natural slopes and preserve existing vegetation, especially in hillside areas. When change in natural grade or removal of existing vegetation is required, employ remedial measures to restore or provide appropriate vegetative cover and to control storm water runoff. Give special attention to minimizing erosion problems resulting from the keeping of animals. In specific application these policies will be tempered by needs for fire safety.

The town currently administers the provisions of the subdivision ordinance concerning landscaping and erosion control and the provisions of the site development ordinance concerning grading, giving special attention to the protective measures which are appropriate prior to the advent of seasonal rains.

4150 8. Policy Concerning Expansive Soils and Soil Creep

- a. In areas where information available to town officials indicates the probability of expansive soils or soil creep, soils reports should be submitted in connection with all applications for development. In those instances in which expansive or creep soils are reported, measures as are necessary to mitigate the probable effects of this hazard will be required.

4151 9. Policies Concerning Fire Hazards

- a. Do not construct buildings for human occupancy, critical facilities and high value structures in areas classified as having a high fire risk, unless it is demonstrated that mitigating measures will be taken which will reduce the fire risk to an acceptable level.
- b. Prior to the approval of any subdivision of lands in an area of high fire risk, the planning commission should review the results of a study which includes at least the following topics:
 - 1) the costs and means of providing fire protection to the subdivision, and

- 2) an indication of who pays for the costs involved, and who receives the benefits.
- c. Provide adequate clearance around structures to prevent spread of fire by direct exposure to assure adequate access in times of emergency and for the suppression of fire.
- d. In locations identified as presenting high fire hazard, require special protective measures to control spread of fire and provide safety to occupants, including but not limited to types of construction and use of appropriate materials.
- e. When reasonable and needed, make privately owned sources of water, such as swimming pools, in or adjacent to high fire risk areas, accessible to fire trucks for use for on-site fire protection.
- f. Establish street naming and numbering systems to avoid potential confusion for emergency response vehicles.
- g. Design and permit all private roads for unrestricted access to all Woodside Fire Protection District equipment.

Emergency Preparedness

4152 Effective response to emergencies requires that, in advance of need, emergency services be organized and necessary physical facilities be provided. Areas of concern include:

1. Fire fighting and rescue
2. Law enforcement
3. Medical services
 - a. trained personnel: first aid, nurses, doctors
 - b. ambulance service
 - c. availability of hospitals
 - d. stockpiling of medical supplies
4. Availability of emergency shelter
5. Provision of emergency food supplies
6. Communications networks

- a. emergency services
 - b. citizen information
- 7. Public utilities
- 8. Transportation facilities
- 9. Evacuation routes to undamaged areas
- 4153 The town program for emergency and disaster response should continue to give specific consideration to both the general nature of hazard exposure in the planning area and specific steps that can be taken in advance of natural disaster to facilitate emergency response.
- 4154 Emergency response measures for the Town of Portola Valley are set forth in the Portola Valley Emergency Preparedness Program (27) (a cooperative program with the San Mateo County Office of Emergency Preparedness, with support from the State of California Office of Emergency Preparedness).
- 4155 Emergency preparedness planning for the Portola Valley area is based on the premise that local emergencies will be dealt with quickly and effectively by local forces, such as local fire protection services, the County Sheriff, and local health services. The assumption is also made that any major disaster or emergency will require outside assistance, from nearby cities, the county, the state, or from federal sources.
- 4156 Portola Valley is aware that if an emergency situation affects a wide geographical area (as an earthquake might), that the densely populated areas will probably receive aid first, and that rural areas such as Portola Valley will receive lower priority attention. For this reason, residents of the Portola Valley area need to keep an adequate supply of food, water and medical supplies available, sufficient to sustain them for considerable time after a disaster.
- 4157 Policies Concerning Emergency Preparedness
 - 1. Interstate 280 and the arterial roads shown in the circulation element of this general plan are established as "evacuation routes" that will be utilized in the event of emergency.
 - 2. The town recognizes the need to have roads of adequate capacity for use in times of emergency. The town has adopted specific standards for road design, including standards for road width, grade and alignment that it finds to be appropriate for the movement of emergency equipment.

3. The town recognizes the necessity of having emergency evacuation routes unimpeded by structures near the traveled way, by narrow bridges, by low overhead signs or by trees that would block the passage of vehicles in time of emergencies. It is therefore town policy to maintain emergency evacuation routes (described in paragraph 1 above) in usable condition. The town has adopted zoning regulations and a building code which set forth minimum distances around and between structures.
4. Design and construct subdivisions and other developments in the Portola Valley planning area in such a manner that levels of "acceptable risk" are not exceeded and that built-in "mitigating measures" are taken. This includes the provision of adequate water supplies, roads which are suitable for the safe passage of emergency vehicles and adequate street-name signs.
5. The Town of Portola Valley supports a program to identify existing hazards and reduce the risk from them. Risk reduction includes measures to improve water supplies, to provide emergency "escape routes" in areas of high risk, to provide legible road signs and other appropriate measures.
6. The Town of Portola Valley supports measures to increase the ability of local fire, police and health forces to deal with emergencies as they arise, within affordable economic cost.
7. The Town of Portola Valley will continue its cooperation with county, state and federal agencies in emergency preparedness measures and in mutual assistance programs.
8. The Town of Portola Valley recommends that residents of the Portola Valley planning area keep on hand supplies of food, water, and medical supplies that will be sufficient for their needs for several days in the event of disaster.
9. The town endorses, and will continue to participate in, public information programs which will assist local residents in coping with local emergencies that arise from time to time (such as the need for fire protection, or emergency health services), as well as being prepared for possible major disasters.
10. The town recognizes the necessity of having an adequate water supply for fire fighting purposes. It is town policy that lands within the Portola Valley planning area be provided with an adequate water supply as they are developed. More specific standards for water flow, water pressure and water availability for fire fighting are set forth in town regulations.

General Policies for Implementation

- 4158 The preceding pages contain recommendations for avoiding or mitigating the hazards that have been identified. Many of the measures that might be taken to mitigate the hazards cited in this element could produce results in conflict with other elements of the general plan. Just because natural hazards can be mitigated does not mean that in all cases they should be, especially if such action would produce results which are in conflict with the conservation element, the land use element, the open space element, or other sections of the general plan.
4159. For example, take a tract of land in the hillside areas of Portola Valley that is afflicted with several small landslides and is in an area with very poor fire protection. Merely because the hazards of landslide and fire can be reduced to an acceptably low level of risk does not mean that the town should approve the building of a subdivision there. Before any decision is made on the matter, the town should consider carefully the costs and the benefits of such hillside development, both immediate and long range, and then judge whether or not the public interest would be best served by the approval of the proposed land development.
- 4160 In translating the policies of this element into specific regulations, particular care should be taken to:
1. Define the scope of "mitigating measures" that should be taken for each hazard and each land use.
 2. Provide for a means by which the data from which the policies in this element were derived can be updated or superseded as more accurate or more precise data becomes available.

Conservation Element

Introduction

- 4200 The lands and waters of Portola Valley and its planning area comprise nearly one-half of the headwaters of the San Francisquito Creek watershed and a substantial amount of the natural foothills and hillsides remaining on the Midpeninsula. The town and its residents are the stewards of these natural resources and should cooperate with surrounding jurisdictions on watershed management and regional conservation. The conservation element concerns four basic categories: water--creeks, ponds, ground water, and imported water; vegetation--both native and exotic; soils and geology; and wildlife. This division is for convenience only; the interrelationships of these resources should be recognized and cherished.
- 4201 The conservation element provides a programmatic approach for the conservation, restoration, development and utilization of natural resources. Some aspects of conservation programs can be accomplished solely through public efforts while others can only be effectuated by identifying self interests or appealing to the community spirit of the owners of private property within the town. This element is concerned with programs, requiring both public and private action, which will conserve and enhance the natural qualities of the planning area.
- 4202 The effective conservation, restoration, development and utilization of natural resources cannot be accomplished without professional study and evaluation of critical areas or needs. The conservation element generally describes those fragile areas of the ecosystem that must be protected. It provides, in addition, policies that will help ensure that in planning and development of specific land use proposals environmental impact is not overlooked, that conservation actions are considered, and that such evaluations and actions are sufficiently comprehensive in accordance with professionally established guidelines.

Definitions

- 4203 **Public Conservation Programs** include those programs that make use of the regulatory power available to the town and other public agencies, i.e., zoning, subdivision and site development ordinances. Also included are those educational, technical assistance, incentive, acquisition and protective work programs that can be pursued by public agencies.
- 4204 **Private Conservation Programs** include protective work programs sponsored by private organizations and individual efforts for the conservation of natural resources on private sites. Private groups can, through the dissemination of conservation information, educate those unaware of environmental problem areas and, more importantly, values to be conserved. In addition, private dedication of conservation easements and/or financial donations for the protection of the natural processes would enhance all conservation efforts.
- 4205 For the objectives of the conservation element to be implemented, public and private efforts cannot be carried out in isolation of each other. It is the purpose of this element to provide a unified framework for the achievement of the conservation objectives.
- 4206 The conservation element includes: objectives, principles and standards; and a description of programs.
- 4207 (Not used.)

Objectives

- 4208 1. **Water—Creeks, Ponds, Ground Water, and Imported Water**
- a. To protect the area against excessive storm water runoff, flooding, erosion and other related damage.
 - b. To protect natural ground water recharge areas.
 - c. To maintain standards to insure a high water quality.
 - d. To preserve the natural character of all watershed land.
 - e. To prevent obstructions to the natural flow of water that would adversely affect natural processes.
 - f. To encourage the conservation of water resources.
- 4209 2. **Vegetation—Both Native and Exotic**

- a. To minimize disturbance of the natural terrain and vegetation.
- b. To preserve and protect all native and naturalized plants with special attention to preservation of unique, rare or endangered species and plant communities such as oak woodland and serpentine grasslands.
- c. To encourage the planting of native plant species in any site development for ecological, aesthetic and water conservation purposes.
- d. To ensure that when changes in natural grades or removal of existing vegetation is required on any public or private project, remedial measures call for the restoration or introduction of native vegetative cover.
- e. To ensure that all thoroughfares and local roads are so designed and planned to preserve the natural beauty and character to the maximum extent possible.
- f. To encourage the planting of native trees and shrubs to provide a substantial buffer between the roadways and adjoining properties in harmony with the general character of the town.
- g. To encourage the removal and prevention of the spreading of aggressive exotics such as pampas grass, acacia, yellow star thistle, French broom, Scotch broom and eucalyptus.
- h. To preserve and maintain an area of native vegetation in order to separate turf and residential or commercial development from the native vegetation along creek corridors.

4210 3. Soils and Geology

- a. To prohibit the quarrying of rock, sand and gravel, as such uses are incompatible with basic town objectives.
- b. To prevent, control and correct the erosion of soil.
- c. To prohibit the dumping of any waste material that may harm or destroy soil quality and character.
- d. To encourage wise soil husbandry and soil enrichment with organic wastes and other soil building materials.
- e. To limit, and where determined necessary for public safety, prohibit development in hazardous geologic areas.

4211 4. Wildlife

- a. To ensure that in the design and construction of public and private developments, the habitat of all wildlife will be protected to the maximum extent feasible, with special emphasis on protecting the habitat of any endangered species.
- b. To maintain and protect creek corridors for wildlife who use this resource for food, shelter, migration and breeding.

Principles

4212 1. Water—Creeks, Ponds and Ground Water

- a. Recognizing that we live in a semi-arid area with increasing demand on limited water supplies, water conservation methods must be a guiding principle in all land use planning.
- b. Environmental impact reports, prepared professionally, should be required of public and private projects that propose extensive grading or vegetation removal on important watershed lands.
- c. Dumping of waste materials into creeks or streams or within their established undeveloped drainage basins should be prohibited.
- d. Use of agricultural fertilizers and chemicals in areas along creeks should be controlled so as to avoid adverse impacts.
- e. The town shall require that there be no significant alterations of stream channels or obstructions to the natural flow of water. Creeks should be maintained in their naturally meandering channels consistent with geomorphic processes. Where channels are damaged or property threatened, bank stabilization by biotechnical methods are preferable.
- f. The natural flow of streams should be maintained and not diverted for other uses.
- g. To protect water quality, the town shall encourage development to maintain an undisturbed protective buffer between all cut and fill slopes, non-native turf or areas under chemical management or impermeable surfaces, and any creek corridors.

- h. To require management practices that will reduce the amount of pollution entering water bodies.

4213 2. Vegetation

- a. Removal of native vegetation should be minimized, and replanting required where necessary to maintain soil stability, prevent erosion and maximize reoxygenation.
- b. Forest resources should be protected from harvesting.
- c. Mature native trees and shrubs should be conserved.
- d. Plantings in public trail easements or public road rights of way shall be of native plants and trees and shall not interfere with the use of the easements for public purposes such as equestrians, hikers, pedestrians, bicyclists, runners and vehicles.
- e. The town should encourage restoration of unique or rare vegetation and habitats.
- f. Along creeks, indigenous vegetation should be protected and, where necessary, restored.
- g. Removal and clearing of native vegetation for the purpose of fire safe management practices should be done only to the extent necessary to meet reasonable fire safety objectives.

4214 3. Soils and Geology

- a. Zoning and other land use regulations should be used to limit, and in some cases prohibit, development in geologic hazard areas. The degree of development limitation provided for in such regulations should be commensurate with the degree of hazard involved and the public costs likely to be incurred if emergency or remedial public action becomes necessary in these areas.

4215 4. Wildlife

- a. An environmental impact study, prepared by a qualified biologist, should be required to determine if the habitat of wildlife is being encroached upon, particularly of endangered species, by any proposed public or private project where such encroachment appears likely.

- b. All subdivision and site development proposals should be reviewed to ensure that they do not obstruct wildlife access to important water, food and breeding areas.
- c. Designate creek corridors as sensitive areas which provide important aquatic and terrestrial wildlife habitat. All new subdivisions and site development proposals should contain setback area sufficient to buffer wildlife inhabiting the creek corridor from the impacts of development.
- d. Encourage restoration and protection of lands and habitat to support endangered or protected species wherever possible.

Standards

- 4216 Specific standards are included within the zoning, subdivision and site development ordinances.

Description

- 4217 Several conservation program areas are proposed. Each program area is based on conservation of the natural processes or public health and safety considerations. Specific recommendations made are directed at the objectives of the four categories of concern: water – creeks, ponds, ground water and imported water; vegetation – both native and exotic; soils and geology; and wildlife.
- 4218 The program areas proposed are not meant to be the basis for the establishment and implementation of specific conservation programs in isolation of one another as the entire ecosystem is closely interrelated. They provide, rather, a unified framework for inter-relating action programs, projects, and other actions to ensure that conservation efforts will be of maximum efficiency and effectiveness.
- 4219 Each program area proposed could be designated as the responsibility of either the public or private sector; however, it is necessary for program implementation that all programs are understood and supported by both sectors. Further, conservation is dependent upon each individual's realization of his or her intimate relationship with the environment. All the public efforts are of limited value without total citizen involvement in protecting the environment.

Education

- 4220 Public education and information programs detailing conservation values and problem areas and providing guidance of protective actions

should be organized and administered by town staff and elected and appointed officials in cooperation with schools at all levels. This would include, in addition, special public meetings and information sessions with established private clubs or groups. Private conservation groups like the Sierra Club or the Audubon Society can also play an important part in citizen education.

Regulation

- 4221 The natural character of Portola Valley can be conserved in large part by ensuring that new and existing development is controlled by suitable regulation – mainly zoning, subdivision and site development regulations. These regulations are applied by the town as part of its “police power,” the right of government to enact laws which are in the public interest and which are directly related to the health, safety and general welfare of the community. Ordinances adopted in 1967 seek to preserve the natural setting. The zoning, subdivision and site development regulations provide much of the framework within which the town will develop and are sufficient to achieve many of the objectives of the conservation element by ensuring dedication of conservation easements and careful siting of development. The regulations should be broadened to include control over the use of natural hazard areas. These regulations will only achieve the objectives with careful and imaginative guidance by town staff, elected representatives and citizens.
- 4221a The implementation of this element with regard to water resources shall be coordinated with any countywide water agency and other agencies that have developed, served or conserved water for any purpose for the town.

Acquisition

- 4222 There are cases where regulation will not provide a basis for achieving conservation objectives. In these situations, a town program for acquisition may be needed. There are two basic types of land ownership – full or fee title, and partial title such as through a conservation easement or ownership of development rights. For a discussion of acquisition, see Appendix 6: Implementation of the Open Space Element.

Incentives

- 4223 Incentives, for the most part, have been mainly private – the concern of the conservationist, of the nature lover and of the sports enthusiast. For effective conservation of natural resources, a program of public incentives should be considered. Incentives in the form of tax relief or some other financial form (e.g., Williamson Act, income tax allowance for gifts, etc.) could be used for the conservation of large areas critically important to natural processes. Changes in this type of incentive would

require a higher level of public involvement (state and federal legislation) to enable flexibility at the local level. The town has already adopted policy in favor of such incentives now permitted at the local level. Incentives could also take the form of allowing modification of normal regulations for special conservation considerations by the property owner or developer.

Technical Advice

- 4224 Professional technical advice is essential for full understanding of the natural processes. A system for the accumulation of all relevant information and sources of advice is an essential part of the overall conservation program. This information will guide public decision makers and should be available to the private sector for both education and advice. Information on professional services available and sources of professional advice including county, state and federal agencies, professional societies, conservation groups, and appropriate local professionals (e.g., landscape architects, geologists, biologists and hydrologists) could be made available at the Portola Valley branch of the San Mateo County Library and through public schools within the town as well as at the high school and community college levels.

Remedial Work Programs

- 4225 Remedial work programs directed at specific conservation problem areas can prevent irreversible damage to the environment. Also, programs requiring organized private group efforts, clean up campaigns, etc., can help to improve the environment and bring people together in a common effort.

Miscellaneous Private Efforts

- 4226 For the conservation program to be effective, individual, unorganized private efforts are necessary. These efforts include individual lot maintenance to high standards based on the preservation of the natural character (e.g., care in controlling site drainage, use and control of exotic plants to prevent widespread weed growth, etc.), dedications of conservation easements and financial donations with the requirement that they be spent for the protection of the natural processes.

Noise Element

Introduction

4300 The noise element establishes policies for the preservation of tranquillity within the town consistent with its rural character. Certain of these policies must be considered in conjunction with various aspects of the land use and circulation elements, e.g., some situations may require the weighing of certain principles of this element against conflicting principles of the other elements. More specific information appears in Appendix 18.

4301 *General Objectives*

1. To maintain an acoustical environment in harmony with the pastoral nature of the community.
2. To provide peace and quiet for the enjoyment and self-renewal of the town's residents and visitors.
3. To preserve for the residents of the town a sense of privacy attainable only in the absence of intrusions by unwarranted noise.

General Description

4302 Although no federal or state highways pass through the town, motor vehicles constitute the primary source of noise pollution. Outside the town boundaries but within its planning area lie two major traffic arterials: a portion of the Junipero Serra Freeway (I 280) and a portion of Skyline Boulevard (State Highway 35). In 1969, a major jet noise burden was placed on the town as the result of an FAA air corridor revision; the condition was rectified in 1971, however, and the situation has remained stable. Private airplanes and police helicopters, however, remain as significant sources of aircraft noise. Non-transportation sources constitute another noise source category, with barking dogs as the primary

irritant. Because of the low volume of traffic within the town as well as the absence of industrial activity, ambient noise levels lie in the 35-40 dBA range both day and night. (see Appendix 18).

Motor Vehicle Noise

4303 Objectives

1. To minimize noise levels produced by general traffic.
2. To virtually eliminate noise from unnecessarily loud motor vehicles.
3. To encourage the use of quieter forms of transportation.

4304 Principles

1. The noise generated by a motor vehicle under acceleration considerably exceeds that corresponding to constant speed operation; hence, roadway configurations that interfere with constant speed operations (such as sharp curves and certain traffic control devices) are to be minimized.
2. The noise generated by a motor vehicle operating on a steep grade considerably exceeds that corresponding to operation on a level roadway; hence, traffic on steep grade routes is to be minimized.
3. The noise generated by a motor vehicle traveling on a rough surface considerably exceeds that generated by the vehicle traveling on a smooth surface; hence, smooth roadway surfaces are greatly to be preferred over rough surfaces.
4. Motor vehicles with defective or modified exhaust systems may generate noise levels considerably greater than those generated by corresponding vehicles with stock exhaust systems in good working order; hence, state laws limiting motor vehicle noise emissions are to be vigorously enforced.
5. For a given type of vehicle, quieting systems vary greatly from one vehicle to another; hence, the quietest possible municipal service vehicles (vehicles such as school buses and garbage trucks) are to be utilized.
6. Attractive and convenient alternate forms of transportation encourage their use; hence, an extensive bicycle route system should be developed and a public transportation system should be considered.

7. Excessive noise has a significant impact upon livability in residential area; hence, the construction of housing in "heavy" or "medium" noise impacted zones (see Appendix 18) is to be discouraged.
8. Hourly and daily traffic counts for primary traffic routes facilitate rational assessment of traffic noise impact; hence, such counts should be performed on a timely basis.

Description

4305 Relative to generally accepted criteria for the assessment of traffic noise impact on adjacent land use, residential areas along Alpine Road, Portola Road, Westridge Drive, Los Trancos Road, Golden Oak Drive and Cervantes Road are now measurably impacted by motor vehicle noise pollution (see Appendix 18). Typical regions of impact extend 300 feet in either direction from the centerlines of these roadways, with some regions extending as far as 800 feet. In addition, land areas adjacent to the Junipero Serra Freeway and Skyline Boulevard are impacted as far as 3,200 feet and 560 feet in either direction from their centerlines respectively (see Appendix 18). The remainder of the land area in the town is not significantly impacted by motor vehicle noise. Under the assumptions (1) that traffic volumes in the town will increase at a rate of approximately 2 percent per year, (2) that existing state law (or a preemptive federal version thereof) will reduce individual vehicle noise emissions an average of 10 decibels during the next 15 years, and (3) that statutory limits on motor vehicle noise emissions will henceforth be effectively enforced, existing traffic noise impacts in the town should diminish gradually to minor proportions by 1990. This conclusion generally holds outside the town boundaries also, except for the land adjacent to the Junipero Serra Freeway. Unless noise barriers are constructed along this freeway, large areas of this land will remain severely impacted.

Aircraft Noise

4306 Objectives

1. To minimize noise levels produced by commercial, private, military, and police aircraft.
2. To eliminate the operation of private aircraft at illegal altitudes.

4307 Principles

1. The Federal Aviation Administration establishes flight corridors for commercial aircraft operations; hence, communication with the

FAA for the purpose of minimizing the noise impact of commercial aircraft operations should be maintained (see Appendix 18).

2. The illegal operation of private aircraft at altitudes lower than 1000 feet above the local terrain can effectively be curbed only by identification and reporting of aircraft in violation; hence, the town should continue to urge the FAA to adopt and maintain regulations for small aircraft so as to make the identification of violators increasingly practical (see Appendix 18).
3. The police helicopters utilized by the San Mateo County Sheriff's Department are not as quiet as they might be; hence, the town should urge the county to utilize the quietest police helicopters consistent with current technology.

Description

- 4308 The town has little direct control of aircraft operations that may constitute a noise burden to its residents. Hence, most aircraft noise abatement measures must necessarily be effected by seeking cooperation from other government entities.

Stationary and Quasi-Stationary Noise Sources

4309 Objectives

1. To minimize noise levels generated by powered equipment.
2. To virtually eliminate excessive noise from sources other than powered equipment.

4310 Principles

1. Educational programs designed to inform and sensitize people concerning their neighbors' rights to tranquillity and privacy are to be encouraged.
2. Educational programs designed to inform people of the health hazards associated with noise devices are to be encouraged.
3. The operation of noisy devices during periods in which quiet is especially desired is to be discouraged (see Appendix 18).
4. The use of noisy powered toys (such as powered model airplanes and minibikes) is to be discouraged (see Appendix 18).

5. Dog owners are to be urged to control the barking of their dogs (see Appendix 18).
6. The need for a comprehensive noise ordinance is to be reviewed periodically.

Description

- 4311 Noise from stationary and quasi-stationary sources is not a serious problem in the town. Numerous cases involving such sources arise each year, however, that often leads to strained relations among neighbors (see Appendix 18). The town has no noise ordinance, relying instead upon persuasion, warning and, if necessary, disturbing the peace and nuisance laws for control.

1. The noise element is intended to provide a framework for the development of noise abatement measures that are consistent with the goals and objectives of the general plan.

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9. The noise element is intended to provide a framework for the development of noise abatement measures that are consistent with the goals and objectives of the general plan.

Part 5 – COMPREHENSIVE PLAN DIAGRAM

5000

The comprehensive plan diagram is found in a pocket following this general plan. (*Changes to the comprehensive plan diagram, last amended by the town council on October 13, 1982, to provide consistency with this element are found in Appendix 23 and constitute a part of this General Plan*).



The following information was obtained from a review of the records of the Portola Valley Planning Commission. It is to be noted that the records of the Commission are not complete and that the information presented herein is not necessarily complete and accurate. The information presented herein is for informational purposes only and should not be used for any other purpose.

Part 6 – SUB-AREA PLANS

- 6000 The plans for sub-areas included in this part are intended to amplify and augment the policies and proposals included in Parts 1 through 5 of this general plan.
- 6001 Each sub-area plan includes text and a plan diagram indicating the area covered and the proposals and policies for development. Each sub-area plan is identified by a title descriptive of the area covered by the plan.



The plan for the proposed development is shown in this part of the map. The plan shows the proposed development and the surrounding area. The plan is shown in this part of the map.

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Nathhorst Triangle Area Plan

Introduction

- 6100 The Nathhorst Triangle Area Plan deals with one sub-area of the town. While basic policy affecting the setting for the Nathhorst Triangle Area (NTA) is found elsewhere in the general plan, the most detailed proposals for this area are found in this sub-area plan. To obtain the fullest understanding of the town's policy for the development of the NTA, reference should be made to this sub-area plan, other pertinent parts of the town general plan, and to Appendix 20 for pertinent references to planning regulations. Background studies are on file with the town. Studies of particular relevance to population and commercial acreage projections include "Nathhorst Triangle Area, Preliminary Design Study for the Town of Portola Valley, January 17, 1967" and memorandum to the planning commission from the town planner, "Subject: A-P Zoning District Regulations", August 28, 1970; and Reevaluation of C-C and A-P Zoned Properties, Town of Portola Valley, January 9, 1992.
- 6101 The plan is intended to guide, unify and enhance, both functionally and aesthetically, the development of the separately owned private properties in coordination with public spaces and facilities, roads, trails and paths. The plan includes: objectives, principles and standards; description; and the plan diagram.

Planning Area

- 6102 This sub-area plan includes all land bordered by Alpine Road, Portola Road and Nathhorst Avenue, plus adjoining related lands as shown on

the plan diagram. The planning area includes lands proposed for commercial and service activities serving the town, public uses serving the town, and residential lands. The area is sufficient, when combined with the other commercial area in the town, to meet the needs of the town for local goods and services when the town is completely developed in conformance with the general plan.

6103 (Not Used.)

Objectives

- 6104
1. To develop the Nathhorst Triangle area (NTA) as a focal point for businesses and institutional type uses serving the residents of Portola Valley and its spheres of influence and as an informal social gathering place.
 2. To produce a unified commercial-service-institutional-residential complex with a scale and design quality compatible with the rural setting of the town.
 3. To serve the NTA with a system of roads, paths and trails that provide for safe, convenient and enjoyable access to, from and through the area.

Principles

- 6105
1. In order to serve as a community focal point, the NTA shall provide space for:
 - a. Convenience, goods and services and limited shopping goods in the community commercial areas.
 - b. Offices for businesses serving the community in the community service areas.
 - c. Institutional uses such as churches, a fire station and similar uses.
 - d. Those facilities which tend to bring people together informally such as an outdoor cafe and sitting areas.
- 6106
2. In order to meet desired design objectives:
 - a. Growth shall be orderly and ultimately uninterrupted along property lines between commercial uses.

- b. Flexibility shall be allowed as to land use on those community commercial parcels which due to location and access can reasonably accommodate commercial, office or residential uses. Requirements shall be established to ensure their compatibility with surrounding land uses.
- c. Non-residential uses shall not adversely affect nearby residential property.
- d. Noise, sight, odor and other nuisances shall be held to a reasonable minimum.
- e. Excessive grading shall be avoided and attractive natural features such as the creek shall be preserved and enhanced.
- f. Structures shall be designed so that all sides are attractive.
- g. Parking lots shall permit convenient automobile movement, parking and access to facilities, avoiding unduly large, inefficiently arranged paved areas and avoiding automobile conflict with pedestrians, bicyclists and equestrians.
- h. Service areas shall be segregated from other areas, and trash containers shall be screened. Equipment noises and emissions shall be minimized.
- i. Fire hydrants and good circulation for fire protection shall be provided as needed.
- j. Utilities including electric and communication services shall be underground, consistent with the regulatory authority of the town.

6107

3. In order to provide desired circulation:

- a. Alpine and Portola Roads may need to be widened where turning lanes are required.
- b. Safe vehicle ingress and egress shall be accomplished by limiting points of access to public roads.
 - 1) Driveway entrances serving different property owners shall be combined at common property lines when serving non-residential uses.
 - 2) Driveways shall be a minimum safe distance from road intersections as determined by traffic safety standards.

- 3) Not Used.
 - 4) Easements and/or mutual use agreements may be required among the various property owners to connect driveway entrances in order to facilitate off-street circulation and reduce the number of driveway entrances required.
- c. Safe pedestrian and bicycle access to and inter-communication among non-residential developments shall be provided.
- 1) Separate pedestrian and bicycle paths, preferably separated from public roads, shall be installed in the front setbacks or road rights of way along Alpine and Portola Road frontages.
 - 2) Safe paths between the roadside and on-site improvements shall be required and compatible developments shall be interconnected.
- d. Safe horse trails, separated from paths and roads, shall provide access to and through the NTA providing access to uses suitable for equestrians while assuring compatibility with land uses in the area.
- 6107a. In order to assist in providing housing pursuant to the provisions of the housing element, parcels of land classified as community commercial which are found not to be needed for such uses may be used for residential purposes if suitably located.

Standards

- 6108 Standards for development should be set forth in the town zoning, subdivision and site development regulations.

Description

- 6109 The plan sets forth a framework for the development of the NTA within which considerable latitude exists for design and development of individual properties. The basic distribution of land uses and key circulation features are set forth as controlling elements. Sensitive design on individual properties woven into the overall framework can produce a splendid center for the town. While the objectives, principles and standards set forth in the preceding sections are the guiding statements for future development, the plan diagram, when viewed in the context of

this description, should convey an understanding of the type of development the town is seeking for this area.

Community Commercial

- 6110 The community commercial area is shown in two segments. The largest area is intended to be developed as a community shopping center for the town. The center is shown as served by six permanent entrances from bordering roads. Internal circulation between parcels is shown diagrammatically and would need to be adjusted to fit specific designs for development. Trails and/or paths run along three sides of the center. It is intended that normal yard setbacks of the zoning ordinance would be reduced or waived as necessary between parcels in the shopping center in order to achieve a unified design. Setback requirements along Portola and Alpine Roads, landscaping and open space requirements, parking requirements, floor area ratio and height limitations are set forth in the zoning ordinance.
- 6110a Two parcels are shown and numbered on the plan diagram as being suitable for alternate uses: community commercial, community service or residential.
1. This flexibility of use is based on two major factors:
 - a. The parcels have unusual locational attributes. **Parcel #1**, at the corner of Nathhorst Avenue and Portola Road can gain access from Portola Road and, if developed residentially, need to be linked internally by circulation with the adjoining community commercial parcel. **Parcel #2**, due to a lack of frontage on Alpine Road or Portola Road, can accommodate uses which do not require frontage, such as office or residential uses.
 - b. Projections of the amount of land needed for commercial uses indicate that these two parcels can be used for a non-commercial use and the town will still have sufficient acreage in commercial uses to meet the needs of the community for community-serving businesses.
 2. Each of these parcels can be developed with any one of the alternate uses or a combination thereof and through careful design be well-related to the other parcels shown as community commercial as well as other adjoining uses. The flexibility of use on these parcels can and should be handled so as to not disrupt the continuity of commercial use on the three remaining community commercial parcels.

3. **Parcel #1** is shown with an alternate residential land use of low intensity residential. This intensity is compatible with the adjoining residential parcel and the parcels across Nathhorst Avenue. The parcel could also be developed at a low-medium intensity. If the parcel is residentially developed, it should be pursuant to a planned unit development (PUD) in which the appropriate density is established as a part of the PUD, but in no case shall it exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).
4. **Parcel #2** is shown with an alternate residential land use of low-medium intensity residential. This intensity is appropriate since the parcel is bounded on three sides by office and commercial lands. Any residential development should be a planned unit development (PUD) in which the appropriate density is established as a part of the PUD, but in no case shall it exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).*

6110b One parcel shown and numbered on the plan diagram as **Parcel #3** is suitable for the following alternate uses: community commercial or community service. This flexibility is based on the following factors:

1. There may not be sufficient demand for community commercial space which would warrant the use of the parcel for commercial use; therefore, community service is indicated as an alternate use.
2. Community service uses would reduce the intensity of use of the parcel over community commercial uses and thereby be more compatible with nearby residential uses and provide a transition to parcels #1 and #2 in the event they are used for community service or residential purposes.

6111 In the other community commercial area, which is in the southwest corner of Alpine and Portola Roads, very careful design will be required due to its small size. Design and landscaping will be very important in order to make this corner attractive and to visually integrate it with the other community commercial area.

6111a. Any residential development in the community commercial areas shall create an internal and external environment that is consistent with the residential qualities of the town including appropriate open spaces, planting and building design. While the intensity of development may be higher than generally found in the town, the overall feeling should

* This standard is based on the existing minimum lot size of 7500 square feet, which is a density of approximately 5.8 housing units per acre.

blend in with the residential quality of the town rather than being distinctively different.

Community Service

- 6112 The community service areas are intended to provide space for office uses that are necessary to serve the needs of the residents of the town. These areas are also suitable for institutional uses such as public buildings, churches, etc. Perimeter access by trail and path is proposed to both community service areas. Limited access to Alpine Road is shown with coordinated internal circulation between properties. Setback requirements along Portola and Alpine Roads, landscaping and open space requirements, parking requirements, floor area ratios and height limitations are set forth in the zoning ordinance.

Community Park, Open Space and Buffer Planting

- 6113 This designation includes portions of parcels shown for community commercial and community service uses, and land within the public right of way at the intersection of Alpine and Portola Roads.
- 6114 The community park at the intersection of Alpine and Portola Roads, Triangle Green Park, has been developed as a fitting landscape design for this important intersection.
- 6115 The existing creek is shown as a major feature of the NTA. Where the creek crosses private lands, it should be planted and located in an open space easement. Structural crossings of the creek should be held to the minimum feasible. Any area on private land proposed for open space land or buffer planting could be counted as part of the required open space for the particular parcel as required by the zoning ordinance. The rear portions of the two corner parcels at Nathhorst Avenue and Alpine Road are appropriate for private open space uses related to the uses on the remainder of the parcels as well as for buffer planting along the property line to the northwest.

Institutional Uses

- 6116 The only institutional land within the planning area is the fire station. Much of the balance of the NTA area, however, is shown as suitable for low intensity residential or institutional use.

Low Intensity Residential Uses

- 6117 The plan indicates extensive areas for low intensity use (typically 1 – 2 acres per housing unit). Where residential and other uses adjoin, site design of the other uses should minimize adverse impacts on residential

parcels. Similarly, any residential use should be carefully designed so as not to be unduly exposed to possible external influences.

- 6118 The creek and creekside trees running through the parcel at the northeast side of the intersection of Nathhorst Avenue and Alpine Road, while not shown as having any special design treatment on the plan diagram, should be preserved in a natural state to the maximum extent possible. This creek plus the special building setback required along Alpine Road by the zoning ordinance should help shelter the remainder of the parcel from Alpine Road.

Low-Medium Intensity Residential

- 6119 This area is zoned for single family residential use at a density of 15,000 sq. ft. per housing unit.

Streets

- 6120 The plan diagram shows only the street rights of way and does not show paving width or location. These details should be the subject of traffic studies. Paving widths on Nathhorst Avenue should probably be to normal town standards. Paving widths, on Alpine and Portola Roads, however, will need to be based on careful studies of the needs of these roads. Basically, two lanes for traffic on each of these two roads plus turning lanes should be adequate to handle projected traffic.
- 6121 The plan diagram shows driveway entrances to only a portion of the planning area – the community commercial and community service uses within the area bounded by Nathhorst Avenue and Alpine and Portola Roads. These points of access are shown to indicate how adjoining properties should share access points in order to minimize driveway entrances on these two busy roads. Minor shifts in location of access points are acceptable if the same mutual access to properties is maintained and traffic engineering aspects are acceptable. Access points to other properties on Alpine and Portola Roads should also be limited.
- 6122 A possible future street is shown at the bend in Nathhorst Avenue. This street extends up a hill at a slope in excess of 15%. The lands it would serve also have access onto Sausal Drive. As uses are proposed in the area, the wisdom of developing this road will need to be studied. A straight steep road can be hazardous and unattractive. Landscaping and changes in alignment could help the situation. The road would, however, bring increased traffic to the area. One option would be for the road to serve only the lower portion of the hill, with the rest of the hill being served from Sausal Drive.

- 6123 (Not Used.)

Pedestrian Paths

- 6124 Pedestrians should be able to walk to, from and through the NTA on all-weather surfaces. The proposed pedestrian paths, plus the bicycle path which should also be available to pedestrians, provide for such circulation. While the steeper pedestrian paths need probably only be built to the usual town standard of a rock base with oil seal, the more level paths along Nathhorst Avenue, Portola Road, Alpine Road and Canyon Drive should probably have an asphalt surface to permit limited use by bicycles. While the proposed paths have been located with considerable care, slight changes in alignment are to be expected as more detailed plans for developments are prepared.

Bicycle Path

- 6125 One bicycle path is proposed – along Alpine and Portola Roads. This path should be built to at least the town standard width for bicycle paths of five feet, and preferably six feet because it will also serve pedestrian traffic. Where the path serves considerable two way traffic, it should preferably be eight feet wide. In some places the street right of way will probably be wide enough to accommodate the path while in other locations it will need to be located on easements adjacent to the right of way.

Riding Trails

- 6126 While heavy equestrian use in the area is not anticipated, some provision must be made for horses. The main trails include one along Alpine Road – Nathhorst Avenue – Portola Road, and the second one along Alpine Road. The other horse trails consist of connections. The trail for which federal funds were expended at an earlier time follows the north side of Alpine Road, the north side of Nathhorst Avenue and the east side of Portola Road.

Bicycle Lanes

- 6127 Future bicycle lanes are shown along the very popular Alpine-Portola Road route used by residents and bicyclists from surrounding communities. These lanes provide for bicycle traffic that might be hazardous on the bicycle paths which accommodate leisurely bicycling and walking. Also, bicycle lanes are shown heading southwest on Alpine Road; these lanes are part of a proposed system destined to link to Page Mill Road.

Plan Diagram

- 6128 The plan diagram is part of this sub-area plan and is labeled Nathhorst Triangle Area Plan Diagram and can be found in a pocket following this general plan.

Alpine Scenic Corridor Plan

Introduction

The Route

- 6200 The Alpine Corridor extends from the base of the foothills at Santa Cruz Avenue up to the Skyline Boulevard summit, a distance of nearly ten miles. The integrating features for the entire length of the corridor are Alpine Road, trails and paths for walkers, equestrians and bicyclists, and the natural features of the corridor. Alpine Road changes greatly in character from an arterial road to a major collector and then to a minor collector and finally to an emergency road over its length. In addition, most of the corridor follows in succession portions of three creeks: San Francisquito, Los Trancos and Corte Madera. The route in part follows along the mutual boundary of San Mateo and Santa Clara counties and goes through sections of Menlo Park and Palo Alto in addition to Portola Valley.

Purpose

- 6201 The Alpine Scenic Corridor is a schematic guide for the conservation and development of the corridor. The plan:
1. delineates the approximate outlines of the scenic corridor,
 2. includes creeks, road, trail and path facilities in general locations,
 3. proposes activities appropriate within the scenic corridor,
 4. identifies particular problems and opportunities regarding the scenic corridor, and

5. suggests some of the values of the scenic corridor to the communities it touches and identifies its importance to the larger Midpeninsula community.

6202 In addition to longer range actions, the plan focuses public attention on the actions that can be taken at this time to create, maintain and protect the scenic corridor. It also lists measures that can be taken, both public and private, to prevent damage to the corridor by actions that could seriously affect its future value.

6202a The basic goal of this plan is the conservation and enhancement of the beauty of landscape and the rich variety of plants and wildlife of the scenic corridor so as to maintain this band of pleasant open country for the enjoyment of all. A further goal is to carry local traffic and to provide recreational opportunities while preserving to the maximum extent possible the natural setting with improvements limited to trails, paths and features designed to protect and enhance the natural character and the public safety.

Character of the Scenic Corridor

6203 The Alpine Scenic Corridor is of particular importance since it serves as the gateway from the more developed urban peninsula to the rural setting of Portola Valley. The roadsides and creeksides in the corridor remain in a natural state through much of the route, although the lower section of Alpine Road is a busy thoroughfare linking Portola Valley, Ladera and other foothill communities to Midpeninsula employment and shopping centers. Residential properties, shopping centers, and tennis and swim clubs touch the roadway, yet most of the land is still rural in appearance with grassland pastures, rolling grass-covered hills studded with oaks, and steeper wooded hill and mountain sides. Low density building, generous setbacks and the native woods have preserved much of the natural setting and rural feeling. Magnificent stands of trees border the San Francisquito and Los Trancos creeks—oaks, bays and alders, 75 to 100 feet tall, many of them hundreds of years old. Small open meadows remain in bends of the creeks.

6204 The upper reaches of the Corte Madera canyon and the ridges above where the road climbs to the summit are only occasionally touched by development and are still in the wild state. The narrow winding Alpine Road parallels Corte Madera Creek for several miles and overlooks the fern covered banks of this year-around stream. At Ciervos Road, Alpine Road changes to a dirt road intended for only emergency vehicles, hikers, equestrians and bicycles. It then leaves the tight canyon at the Vista Verde Subdivision entrance and climbs to the wooded ridge with views across the canyon to Skyline Ridge and occasional dramatic vistas of the Bay plain.

6205 (Not Used.)

Objectives

- 6206
1. To establish the San Francisquito Creek system as an important element in the Midpeninsula waterway system.
 2. To protect the Alpine Scenic Corridor, providing a natural link between the mountains and the Bay plain, to add to the sense of order and well-being of those who live in the Midpeninsula – with intimate views of the creeks, the sight of rolling hills, and striking vistas of the Santa Cruz Mountains.
 3. To retain the natural beauty of the scenic corridor, a route through which many people travel and will travel daily so that the corridor will continue to provide a welcome contrast with the nearby urban activity centers.
 4. To define a scenic corridor that preserves the intrinsic qualities of the creeks and creeksides of the San Francisquito Creek system.
 5. To provide for the use and enjoyment of the creeks, valleys and canyons in a manner consistent with preservation of their integrity as natural features.
 6. To utilize the opportunity for passive and active recreation at appropriate locations within the corridor.
 7. To provide a basis for interjurisdictional arrangements needed to protect and enhance the corridor.
 8. To exercise extreme care to preserve the Corte Madera Creek riparian corridor when undertaking maintenance or improvement of Alpine Road between Willowbrook Drive and Ciervos Road. Particular attention should be given to utilizing biotechnical slope protection techniques.

Description

6207 The watershed landscape is a major unifying element of the corridor. The creeks and creekside trees, the valleys through which they flow, the canyons, the confining ridges and the mountain tops all relate to the watershed of the San Francisquito and its tributaries, including the Corte Madera and Los Trancos Creeks.

6208 (Not Used).

- 6209 The corridor is in essence a linear park which includes scenic resources, creeks, routes of travel, natural preserves, recreation sites and vista points. Two existing public recreation areas are shown: Ford Park, an essentially open park with a little league baseball diamond, and the soccer field south of Arastradero Road. Also, two existing developed recreation sites and one commercial recreation facility are recognized in the plan—the Ladera Oaks Swim and Tennis Club, the Alpine Hills Swim and Tennis Club, and Alpine Beer Gardens at the site of Rossotti's historic monument. No additional "developed" recreation areas are proposed. The scenic corridor includes vista corridors and roadside areas that are specifically identified in order to 1) establish the basis for the regulations appropriate to protect the natural setting of the corridor, and 2) suggest a framework for cooperative community actions that can enhance desirable features or correct undesirable conditions.

The Creeks

- 6210 Although much of the scenic corridor is within the Town of Portola Valley, this scenic route is also of vital interest to the larger Midpeninsula community. Of prime concern are the creeks that form the common boundary of San Mateo and Santa Clara Counties. These creeks are not "wild" throughout their length, in the sense of remaining free flowing and unaltered by people, but they are largely unspoiled and offer opportunities by trail and path for education and enjoyment. They are a resource of great value, of a kind that is fast disappearing in our urban area. Therefore, these creeks and their immediate banks, including the well-defined band of trees along the creeksides and a suitable minimum width (at least 200') on either side of the creek, comprise a natural resource area which should be protected through public acquisition, stringent regulation and other appropriate means.

The Scenic Corridor

- 6211 The Alpine Scenic Corridor includes four areas of special concern: the creekside environment, the immediate roadside, the primary vista corridor and secondary vista corridor. All four of these areas contribute to the natural quality of the scenic corridor. Distant views seen from the road are identified in the element but are not included within the corridor. While all structures and modifications to the natural environment within the corridor are of concern, the degree of concern with details decreases with distance from the road. Unless otherwise noted, the following items are of concern within the four areas described in Sections 6212, 6213 and 6214, but the degree of concern should be tempered based on the visual impact when viewed from areas along the road.

1. Points of access to Alpine Road should be limited to the maximum extent possible.
2. All utilities along Alpine Road should be underground.
3. Building setbacks along Alpine Road should be increased as necessary to reduce the feeling of encroachment on the road.
4. In commercial areas, particular attention should be given to signs, lighting, parking and planting so as to provide the least possible intrusion on the natural feeling of the corridor.
5. Buildings and structures should be subservient to the natural landscape in design, materials and color.
6. Planting should be in keeping with the natural landscape, leaving native trees and open space grasslands where possible and using native plant materials or other drought resistant plants in keeping with the natural scene.
7. Removal of trees or other native vegetation cover should be stringently controlled.
8. On-street parking should be limited to the maximum extent possible.
9. The effects of any building near a riparian corridor or any alteration to the riparian corridor must be minimized in the planning and/or building process.

The Immediate Roadside

- 6212 This band on either side of the roadway, generally 50 to 100 feet wide, extends to the nearby stands of trees at the edge of the roadside, or to fences, banks or other features tending to define the roadside area. No specific limits of this area are indicated on the plan diagram. This strip is of great importance to the scenic values of the corridor. Here buildings, grading, clearing, planting and access roads should be carefully regulated.

Primary Vista Corridor

- 6213 The lands in view beyond the roadside determine the character of the scenic corridor and are thus designated as the "Primary Vista Corridor." This corridor takes in the nearby ridges viewed from the road and includes the foreground, up to an arbitrary 1000', where long vistas extend up valleys beyond the corridor. It is not practical to prohibit all building within this corridor, but in the development of individual

properties, building construction and planting should be designed to be compatible with and retain the natural and rural appearance of the area.

Secondary Vista Corridor

- 6214 In the secondary vista corridor, including hills in the middle distance and the land in view down open valleys, all major projects should be carefully reviewed and stringently regulated to prevent any significant alterations of the natural scene.

Circulation

- 6215 The plan diagram establishes general routes for roads, trails and paths for local and through use. These routes will serve both general travel needs and provide recreation opportunities.
- 6216 **Roads.** The lower portion of Alpine Road, from Junipero Serra Boulevard to Willowbrook Drive, is an essential traffic carrier for Portola Valley, but this function should be subordinated to the natural features within the scenic corridor to the maximum extent feasible. Protection of the visual quality and mitigation of traffic impact in the corridor should be given highest priority.
- 6217 In the section of Alpine Road between Portola Road and the intersection of the Junipero Serra Freeway (Route 280) some improvements may be needed to increase safety and manage traffic.
- 6218 Between Portola Road and Willowbrook Road, the present facility should be adequate for anticipated future traffic with minor improvements.
- 6219 From Willowbrook Road south to Ciervos Road, Alpine Road is in the steep sided canyon of Corte Madera Creek. Because substantial widening or realignment in this narrow canyon is not possible without destructive cuts and fills, this portion should remain as a narrow, winding, low capacity route—a single lane road in some areas with turnouts for passing. Because of the limitations of this section of the road, it should be used for limited purposes, as follows: access for residents of the town to their homes; use by residents of Los Trancos Woods and Vista Verde, primarily in emergencies; and other public access, primarily by foot.
- 6220 Above Ciervos Road, Alpine Road should remain permanently closed to general public vehicular travel and maintained for only walking, riding, bicycling and emergency and service vehicles. Access to abutting properties should be provided from other roads connecting to Skyline Boulevard.

- 6221 **Trails and Paths.** Trails and paths along the corridor will serve both general travel and recreation needs for both local and through traffic, connecting with destinations outside of this corridor. The creekside is particularly suited to trail use because of the relatively few road crossings. The paths and trails shown are diagrammatic. Precise alignment will require more detailed studies giving more consideration to terrain and particular points of interest. The trails and paths element indicates general routes through the corridor. It further defines the standards and principles and the relationship of the trails and paths in the corridor to other local and through routes leading to destinations outside the corridor. The following types of trails and paths are shown on the corridor plan and are defined in the trails and paths element: hiking trail, riding trail, pedestrian path, bicycle lane, bicycle path, through trail or path, local trail or path. Wherever possible, trails and paths should be separated from the traveled way to protect pedestrians, bicyclists and equestrians.

Land Use

- 6222 A policy statement issued by the Town of Portola Valley, July 1969, indicates the nature of uses of land considered to be suitable for the corridor.

The policy of the Town of Portola Valley has always been to maintain a tranquil, rural atmosphere, and to preserve a maximum of green open space. The Alpine Corridor should be developed in accord with this policy. The natural look and feeling of the land between the road and the creek should be maintained. Trees and natural growth should be preserved and increased. Recreational uses should be in keeping with a peaceful and rural atmosphere.

We recognize that a scenic corridor along a public road should be for public use. The hiking and riding trail and the bicycle path will be open to everyone. The Little League field, the soccer field, the Alpine Beer tavern and the tennis clubs are existing public and semi-public uses. Aside from this, we envision opportunities for peaceful, uncrowded recreation for the benefit of the residents of the Town and others. In order not to attract crowds that would make this impossible, we feel that there should be no advertisement to the transient passer-by, such as picnic tables visible from the road or visible parking areas.

(Note: In the foregoing, the term Alpine Corridor is used, but this term was subsequently changed to Alpine Scenic Corridor.)

- 6223 The recreation uses proposed in this plan conform to this concept of a corridor.

1. The creeksides and adjacent meadows should be considered as a natural reserve—a wildlife conservation area to be protected from over use—with only such uses permitted as are consistent with conserving these still natural areas. Large areas of impervious surfaces are to be avoided.
2. The creeks themselves, with running water and the plants and creatures associated with the creeks, are features of principal interest for those using paths and trails.
3. Sufficient public access to creeks and creeksides is essential to the enjoyment of the corridor, and opportunities should be provided for public use of this tranquil and natural landscape.
4. Recreation sites should be small in scale and access chiefly limited to trails and paths.
5. Areas of special educational interest should be identified for nature study and conservation education programs.
6. Viewpoints, groves of trees and creek areas of special interest should be identified as destinations for paths and trails.
7. Sites appropriate for group use by children should be identified, such as small natural amphitheaters and clearings suitable for club activities and school excursions.
8. Near Skyline Boulevard, the corridor should be integrated with the open spaces and trails of the Midpeninsula Regional Open Space District.

Plan Diagram

(Changes to the Alpine Scenic Corridor diagrams, Sheets 1-5, revised 3/26/80, to provide consistency with this element are found in Appendix 23 and constitute a part of the General Plan.)

- 6224 The plan diagram consists of sheets 1 through 5 which are found in a pocket following this general plan.

Plan Diagram Notations

- 6225 The Alpine corridor divides naturally into two sections. One is the lower rolling foothill section, which contains the meander of the San Francisquito and Los Trancos creeks and is characterized by the gentle grades and rounded contours of grassy oak-studded knolls contrasted with steep hillsides densely wooded with dark green live oaks and chaparral.

The second is the upper section in the narrow canyon of the Corte Madera Creek, where the corridor closely follows the creek, climbs to the northern ridge and finally emerges from the forest to the open hilltops near the Skyline.

- 6226 Notations on the plan diagram mark specific features along the route such as vistas, recreation sites and problems where protective action is indicated. Some specific features have been noted to point up some of the important kinds of actions, programs and regulations that should be initiated at this time. Other notes indicate actions needed in the future. The following notations are keyed to the plan diagram and numbered, except for those in Sections 6231-6235 which concern upper Alpine Road. This area is north of the region shown on Sheet #5 and is not included in the plan diagram.

Sheet #1

- 6227 This portion of the scenic corridor is beyond the town limits and the primary actions will be needed by other jurisdictions.
1. View across golf course to East Bay hills; protect through regulations.
 2. Overhead wires on both sides of road from Junipero Serra Boulevard for at least 1/2 mile to south; needs undergrounding program.
 3. Small meadow with stand of buckeye trees; needs protection.
 4. Corridor along path is arbitrarily set at 200 feet although views may be more distant; preserve tree cover.
 5. Very harsh roadside; needs additional grading and low landscaping.
 6. First view (after starting from north end of scenic corridor) of Jasper Ridge and most importantly the Skyline; keep open, needs special control of structures and tree planting.
 7. View of freeway interchange, Ladera, Westridge, Skyline and boarding stable; needs additional planting of native trees and shrubs to soften roadside but not block distant view.
 8. —
 10. Left open.

Sheet #2

- 6228
11. Bare freeway ramps to west, groves of trees to east; needs landscaping of bare portion of freeway interchange.
 12. Harsh bank on west side; needs to be planted in harmony with tree cover on east side of road.
 13. Tree canopy is valuable for sequence of views; protect trees.
 14. Shopping and professional centers of excellent design, buildings with good roof lines and planting to screen auto parking; maintain quality by attention to planting, signs, lighting and colors. Signs should be externally lighted.
 15. Creek in this area has water through much of year; protect creekside through adequate setbacks and retention of riparian vegetation.
 16. Band of very large oaks screens houses from Alpine Road; these trees need protection.
 17. Large tree farm; operation needs to be controlled regarding runoff, traffic and creek pollution.
 18. Vista to Skyline; keep view open.
 19. (Not Used).
 20. Antenna project on immediate creekside plain is a jarring visual element; urge removal when no longer being used.
 21. Residential development; keep planting and buildings in view of Alpine Road compatible.
 22. (Not Used).
 23. Meadow and group of trees are creekside elements valuable to the scenic corridor, but Little League use detracts from visual aspects and creates traffic hazards; continued attention, such as through screen planting, is needed to enhance visual quality and minimize traffic hazards.
 24. (Not Used).
 25. Views of hills and oaks important to corridor; work with Stanford to retain open space quality.

26. Shallow creekside bowl bordered by trees; suggests possible opportunities for creekside study.
27. View of ridge behind Stanford; retain.
28. Vista to mountains; retain.
29. Steep wooded canyon and hillside (Stanford land); extreme care needed in design and construction if lands are developed in the future; maintain as permanent open space if possible.
30. Diversion ditch to Felt Lake; consider possible trailside point of interest.
31. Dam on Los Trancos Creek and fish ladder divert water to Felt Lake; possible trailside point of interest.
32. Rossotti's, an historic monument; enforce strict architectural and site development controls.
33. –
50. Left open

6229

Sheet #3

51. Vista to Skyline; keep open.
52. Tree covered, steep roadside (subdivided); control development since any change in this area would have significant impact on views from road.
53. This stretch of creek dominated by tall alders and bays; protect.
54. Residences; cooperative action needed in unifying planting and fencing and to decrease adverse visual impact because of unsympathetic use of materials and color.
55. (Not Used).
56. Portola Valley Garage; appropriate screen planting including trees needed to mitigate adverse visual qualities.
57. Open vistas of Skyline to north and west; preserve.
58. Residences, yards close to roadside.
59. Residential development close to roadway; increase planting.

60. Vista opens up of Skyline range to the north; protect view.
61. (Not Used).
62. Residential and commercial development near roadway; replace exotics with more compatible planting and add screen planting.
63. Commercial development, Nathhorst Triangle; needs continual attention re: planting, signs, lights, colors and traffic control.
64. Residential development near roadside; maintain screen planting.
65. Vista to hills; keep open.
66. Corte Madera School; maintain planting to soften school appearance.
67. Residential development fairly well screened by hillside planting; keep screen plantings.
68. Vista to Bay; keep open.
69. -
79. (Not Used).
80. Bottom portion of Windy Hill Open Space Preserve, a beautiful stretch of the creek and related uplands located at the junction of trails; keep largely in its natural state for the enjoyment of users of the trail and path system.

6230 Sheet #4 and Sheet #5

Occasional property access roads cross the creek, and there are scattered homes along the hill. Additional access roads, bridging and building would seriously threaten the wild quality of this part of the corridor. Trash dumped from the road now mars the creek. Continued control and maintenance are needed.

81. Strip of creekside dedicated to town for park purposes; preserve open space.
82. Steep hillsides on both sides of canyon; protect from development.
83. Narrow road along canyon above creek and very steep bank above road; do not widen road other than for occasional turnout.

84. Occasional flats along creek will allow for small study areas and trail stops.
85. A number of footpaths follow along the creek; care needed to minimize erosion on steep slopes.

Upper Alpine Road (north of the area shown on Sheet #5)

- 6231 The portion of Alpine Road above Ciervos Road is closed to general public vehicular travel and use is restricted to emergency vehicles, equestrians, bicyclists and hikers; retain these use restrictions.
- 6232 In the canyon woods are dense—maple, bays, oaks, and ferns on steep north banks—and at intervals, along the creek, there are a number of small flats for trail destinations; preserve this environment.
- 6233 Just above Ciervos Road, Alpine Road now crosses the creek and climbs by sharp switchbacks to a narrow ridge. Coal Mine Ridge comes into view across the canyon to the south, and from a few vista points along the road there are panoramic views across the Bay plain to the east. Preserve this area.
- 6234 Nearing the summit, the road goes under a canopy of trees in a dense oak forest, then emerges on the edge of small grassy meadows near the Page Mill intersection. In this part of the corridor are possible sites for picnic spots and loop trails that could be a part of the Skyline Scenic Regional Recreation Road.
- 6235 Fine vista points near the intersection of Page Mill and Alpine Roads overlook Montebello Ridge and the range of the Santa Cruz Mountains to the south.

Town Center Area Plan

Introduction

- 6300 The Town Center Area Plan deals with one of the two commercial areas in the town, the other being the Nathhorst Triangle Area. While basic policy affecting the setting for the Town Center Area (TCA) is found elsewhere in the general plan, the most detailed proposals for this area are found in this sub-area plan. To obtain the fullest understanding of the town's policy for the development of the TCA, reference should be made to this sub-area plan, other pertinent parts of the town general plan, and to the town's planning regulations. A background study on file with the town which is of particular relevance to this plan is "Reevaluation of C-C and A-P Zoned Properties, Town of Portola Valley, January 9, 1992."
- 6301 The plan is intended to guide, unify and enhance, both functionally and aesthetically, the development of the separately owned private properties in coordination with public spaces and facilities, roads, trails and paths. The plan includes: objectives, principles and standards; description; and the plan diagram.

Planning Area

- 6302 This sub-area plan includes all parcels fronting on both sides of the section of Portola Road generally from Wyndham Drive east to the Woodside town limits at Farm Road and adjoining nearby lands which should be considered when planning for this sub-area of the town. The planning area therefore includes lands proposed for community commercial and community service activities serving the town, institutional uses serving the town, recreation areas and residential lands.

The community commercial and community service areas are sufficient, when combined with the other commercial area in the town, to meet the needs of the town for local goods and services when the town is completely developed in conformance with the general plan.

6303 (Not Used.)

Objectives

- 6304
1. To develop the Town Center Area as an integrated area for businesses and institutional type uses serving the residents of Portola Valley and its spheres of influence along with compatible residential uses.
 2. To produce a unified commercial-service-institutional-residential complex in the TCA with a scale and design quality compatible with the rural setting of the town.
 3. To serve the TCA with a system of roads, paths and trails that provide for safe, convenient and enjoyable access to, from and through the area.

Principles

- 6305
1. In order to serve as an integrated community serving area, the TCA shall provide space for:
 - a. Convenience goods and services and limited shopping goods in the community commercial areas.
 - b. Offices for businesses serving the community in the community service areas.
 - c. Institutional uses such as churches and town civic facilities.
 - d. Those facilities which tend to bring people together informally such as parks, outdoor cafe and sitting areas.
 - e. Single family residences as well as housing for senior citizens.
- 6306
2. In order to meet desired design objectives:
 - a. Growth shall be orderly and, in so far as possible, ultimately uninterrupted along property lines between commercial and service uses.

- b. Flexibility shall be allowed as to land use on those community service parcels which due to location and access can reasonably accommodate office or residential uses, and requirements shall be established to ensure their compatibility with surrounding land uses.
- c. Non-residential uses shall not adversely affect nearby residential properties. Noise, sight, odor and other nuisances shall be held to a reasonable minimum.
- d. Excessive grading shall be avoided and attractive natural features such Sausal Creek shall be preserved and enhanced.
- e. Structures shall be designed so that all sides open to public view are attractive.
- f. Parking lots shall permit convenient automobile movement, parking and access to facilities, avoiding unduly large, inefficiently arranged paved areas and avoiding automobile conflict with pedestrians, bicyclists and equestrians.
- g. In commercial, service and institutional areas, building service areas shall be segregated from other areas, and trash containers shall be screened. Equipment noises and emissions shall be minimized.
- h. Fire hydrants and good circulation for fire protection shall be provided as needed.
- i. Utilities including electric and communication services shall be underground, consistent with the regulatory authority of the town.

6307

3. In order to provide desired circulation:

- a. Safe vehicle ingress and egress shall be accomplished by limiting points of access to public roads.
 - 1) Driveway entrances serving different commercial and office properties shall be combined at common property lines where possible.
 - 2) Easements and/or mutual use agreements may be required among the various property owners to connect driveway entrances in order to facilitate off-street circulation and reduce the number of driveway entrances required.

- b. Safe pedestrian and bicycle access to and inter-connections among non-residential developments shall be provided.
 - 1) A separate pedestrian path, preferably separated from the road, shall be installed in the front setbacks or the road right of way along the north side of Portola Road frontages of community commercial and community service properties.
 - 2) Safe paths between the roadside and on-site improvements shall be required and compatible developments shall be interconnected.

6307a. In order to assist in providing housing pursuant to the provisions of the housing element, parcels of land classified as community service which are found not to be needed for such uses may be used for residential purposes if suitably located.

Standards

6308 Standards for development should be set forth in the town zoning, subdivision and site development regulations.

Description

6309 The plan sets forth a framework for the development of the TCA within which considerable latitude exists for design and development of individual properties. The basic distribution of land uses and key circulation features are set forth as controlling elements. Sensitive design on individual properties woven into the overall framework can produce an attractive and functional commercial area for the town. While the objectives, principles and standards set forth in the preceding sections are the guiding statements for future development, the plan diagram, when viewed in the context of this description, should convey an understanding of the type of development the town is seeking for this area.

Community Commercial and Community Service Areas

6310 The existing community commercial and community service areas are largely developed but can accommodate some additional growth. The land use plan has been prepared to guide any further development which can be expected as development pressures increase. The shape of the commercial and service area, lying north of Portola Road, is unusual in that it is a large triangular area with extensive frontage on Portola Road and considerable depth on several properties. This plan has been developed

with recognition of the particular attributes of each parcel within this area. Each parcel is numbered on the plan diagram and described below.

- 6311 **Parcel 1**, designated as community commercial, is developed as a nursery on the front with the residence of the owner in the rear. This distribution of uses is appropriate since it concentrates customers on the front of the property near non-residential uses and limits the use of the rear portion of the property to residential use which is compatible with the adjoining residential uses which front on Wyndham Drive.
- 6312 **Parcel 2**, designated as community commercial, is developed primarily as a restaurant. While the site is restricted in size and cannot supply all needed parking, it has joint use of parking at the nearby Village Square Shopping Center (Parcel #3) and customers park in the Portola Road right-of-way. The building does not meet the required setback from Portola Road since it was built prior to current regulations. It is prevented from meeting current front yard standards due to the shallowness of the parcel.
- 6313 **Parcel 3**, designated as community commercial, is developed with the Village Square Shopping Center. The parcel is virtually in full use with buildings and parking except for a portion of the rear of the parcel which is used largely for open air storage. The architectural style of the shopping center building is well-suited to the site which has a number of redwood trees. Any additional development on the rear of the parcel should be undertaken so as to minimize adverse effects on the creek and residential uses across the creek to the north.
- 6314 **Parcel 4**, designated as community service, is a small parcel containing an office building which has some historical significance. The building, described in the historic element of the general plan, was constructed in 1904 and known as "Hallet's Store." It subsequently had a saloon added to the front. In 1972, it was extensively remodeled so as to lose much of its historical character. If it is not preserved as a historical building, a suitable marker should be installed on the site. The parcel is well-suited to office use having direct frontage on Portola Road.
- 6315 **Parcel 5**, designated as community service, lies behind parcels 4 and 6 except for a narrow corridor extending to Portola Road. The parcel in reality consists of three smaller parcels, each of which is a legal parcel having been created prior to the establishment of planning regulations under San Mateo County. This parcel lacks substantial direct frontage on Portola Road. It could be developed for office use if properly related to the parcel in front. If offices were developed, consideration should be given to vehicular access to parcel 3 to the north to provide for a higher degree of integration.

- 6316 On the other hand, based on studies of the town's need for office space, it appears that there is slightly more land designated for commercial and office uses in the town than is needed. The most appropriate alternate use for parcel 5 is for residential purposes. Because the parcel is bounded by commercial property on one side and office property on the other side, it would be appropriate to allow residential uses of a density commensurate with these adjoining uses. This housing could be in the form of either detached or attached units. The appropriate density and design should be controlled through the provisions of the zoning ordinance for planned unit developments, but in no case shall exceed 5.8 housing units per net acre (exclusive of street and road rights-of-way).^{*} Any additional development on the rear of the parcel should be undertaken so as to minimize any adverse effects on the creek and on the residential uses lying across the creek to the northeast.
- 6317 **Parcels 6, 7 and 8**, designated as community service, are currently used for offices. These uses appear appropriate and should be allowed to continue or be replaced with other office uses.
- 6318 **Parcel 9**, designated as community service, is very small and currently occupied by a residence. Since the parcel is next to office uses, it could be used for offices as long as parking requirements and other standards of the zoning ordinance can be met. Alternatively, the parcel could continue to be used for a small residence.
- 6319 It is intended that normal yard setbacks of the zoning ordinance would be reduced or waived as necessary between community commercial and community service parcels in order to achieve a unified design.
- 6319a. Any residential development in the community service areas shall create an internal and external environment that is consistent with the residential qualities of the town including appropriate open spaces, planting and building design. While the intensity of development may be higher than generally found in the town, the overall feeling should blend in with the residential quality of the town rather than being distinctively different.

Institutional

- 6320 A church occupies the parcel west of parcel 1. This use provides a transition between the residences fronting on Wyndham Drive and the commercial uses to the east. The use of Parcel 1 should always be controlled so as to minimize disturbance to the adjoining residential uses.

^{*} This standard is based on the existing minimum lot size of 7500 square feet, which is a density of approximately 5.8 housing units per acre.

- 6321 To the south of Portola Road, there are two churches and the town center. These are all important community-serving facilities.

Residential

- 6322 The Wyndham Drive area is shown as Low-Medium Intensity Residential (typically less than 1 acre per housing unit.) North of the TCA, in the Town of Woodside, the typical land area per housing unit is 3 acres or more. West of Portola Road, two residential densities are shown: Low Intensity Residential (typically 1-2 acres per housing unit) and Conservation Residential (typically 2-4 acres per housing unit).

Community Park, Recreation Area, Greenway

- 6323 A major town recreation area is a part of the town center and contains playing fields, a recreation area for small children and tennis courts. This area functions in conjunction with the buildings of the town center.
- 6324 A private stable that boards horses and provides lessons is located adjoining the town center.
- 6325 A greenway is shown extending from Portola Road behind a church and the town recreation area. This greenway is shown on the comprehensive plan diagram as extending to the southwest behind The Sequoias to connect with lands in the ownership of the Mid-Peninsula Regional Open Space District and Alpine Road.
- 6326 A greenway is shown along the both sides of Portola Road. It is intended that this area be retained as an open corridor planted with native vegetation. Buildings on properties should be subordinated to the greenway in so far as possible.
- 6327 Sausal Creek is a major feature of the planning area. It supports considerable riparian vegetation and presumably a significant amount of wildlife. The creek bed, its banks and vegetation should be protected and enhanced as appropriate as development takes place along the creek. The creek is shown within a greenway.

Circulation

- 6328 Portola Road is classified as an arterial road in the circulation element of the general plan. As such, it is well-suited to providing access to the TCA. In addition, it is striped with a left turn acceleration and deceleration lane in front of the commercial and office designated areas.

- 6329 A possible future street is shown entering Portola Road from the southwest. This is part of a loop road which, if developed, would provide access to several properties in the western hillsides of the town.

Trails, Paths and Bicycle Lanes

- 6330 The adopted trails and paths element of the general plan shows a pedestrian path along the entire frontage of the TCA on the north side of Portola Road.- This path needs to be enhanced and completed to properly interconnect these parcels.
- 6331 Several pedestrian paths, bicycle paths and riding trails are shown on the south side of Portola Road. All of these facilities are also shown on the trails and paths element of the general plan.
- 6332 Bicycle lanes are shown along Portola Road.

Sanitary Sewers

- 6333 Many of the non-residential uses in the planning area are served by septic tanks and drainfields. As further development takes place, these facilities should be abandoned and connections should be made to the sanitary sewer.

Fault Constraints

- 6334 The San Andreas Fault crosses parcels 7, 8 and 9 and is to the rear of parcel 5. Construction on these parcels will have to comply with the fault setback regulations of the town zoning regulations.
- 6335 -
- 6339 Not Used.

Plan Diagram

- 6340 The plan diagram is part of this sub-area plan and is labeled Town Center Area Plan Diagram. The plan diagram is found in a pocket following this general plan.

Appendices

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Introduction

The appendices to the general plan are not adopted as a part of the plan. They provide information that supports the plan but that is not appropriate to adopt as policy. For some elements of the plan, additional descriptive information is presented, such as holding capacity information for the land use element, detailed descriptions of historic resources for the historic element or references for the safety element.

Each element except the housing element also has a corresponding appendix containing implementation actions that are needed to carry out the element. In the implementation appendices, future actions listed are those that appear to be of major concern at this time. Over time, the list of future actions will be revised to reflect concerns that come into focus. In some cases, actions taken to date are summarized. For the housing element, this information is included in the text as required by state law rather than in a separate appendix.

It should also be noted that the town has adopted local guidelines for implementation of the California Environmental Quality Act (CEQA). These guidelines and the state law provide an additional basis for reviewing all developments to help ensure that they comply with the general plan. One of the fundamental evaluations under CEQA is how a project conforms to the general plan. This allows a project to be evaluated with respect to all elements of the plan.

Appendix 1

Chronology of Amendments to the General Plan, Summary of Major Revision Programs and CEQA Compliance

The table on the following page lists all planning commission and town council resolutions which adopted (A) or amended (Am) elements of the general plan. The table indicates only those elements substantively affected by the resolutions. Brief historical summaries of the major revision programs are described below. All background reports and studies pertinent to the initial adoption and amendment of elements listed continue to constitute a part of the record for the general plan. The method of establishing compliance with the California Environmental Quality Act is also indicated on the table.

1969-1973 Amendments

Amendments during this period generally added elements which more fully developed general policies already in the general plan or added elements newly required by state law. The amendments did not greatly affect fundamental aspects of the plan.

1977 Amendments

The 1977 revision resulted in a major reorganization of the general plan and major substantive changes. The 1977 revisions commenced with the formation of a General Plan Review Committee (GPRC) at a joint planning commission-town council meeting on November 20, 1974. This committee met periodically and reviewed the general plan to determine what amendments and revisions were needed. On May 28, 1975, the town council received the GPRC's report, which had been reviewed by the planning commission, and declared its intention to proceed with certain revisions. The amendments subsequently carried out were the preparation of the safety element, noise element, and scenic roads and highways element, all of which were adopted in 1975. The committee then undertook a review of the existing general plan to determine those portions of the plan in need of modification. Based on the recommendation of the committee, a consultant proposal was submitted and approved by the town council on August 12, 1975.

The consultant worked with the GPRC through April of 1976. The meetings of the GPRC during this period as well as since its inception were open to the public and public input was solicited. The major changes considered by the GPRC during this period included land use modifications in response to data and policies contained in the safety element, changes in the circulation system to reflect changes in town policy over the years and modifications to better tailor the plan to the town's planning area since the plan had previously been prepared for a larger planning area. Of particular importance was the addition of a new residential land use category, "Conservation-Residential." The results of the GPRC were subsequently presented to the

Chronology of Adoption and Amendments to the General Plan and Index to CEQA Compliance

General Plan Elements

A = Adoption
Am = Amendment

Planning Commission		Town Council		Land Use	Circulation	Housing	Historic	Conservation	Open Space	Noise	Scenic Roads and Highways	Safety	Recreation	Alpine Scenic Corridor	Northern Sphere of Influence **	Nathorst Triangle Area	Trails and Paths	Town Center Area	CEQA Compliance *
Date	Resol. #	Date	Resol. #																
05/19/65	1965-17	07/08/65	1965-48	A	A				A										
08/20/69	1969-82	10/08/69	259-1969			A													
07/15/70	1970-93	09/09/70	302-1970										A						
07/15/70	1970-93	10/14/70	306-1970														A		
02/17/71	1971-97	05/12/71	329-1971											A					
04/21/71	1971-100	08/11/71	344-1971												A				
04/04/73	1973-126	05/23/73	422-1973													A			
05/16/73	1973-128	06/13/73	424-1973					A	Am										CE
07/30/75	1975-147	08/13/75	572-1975							A	A	A							ND
12/03/75	1975-152	01/14/76	602-1976													Am			ND
03/02/77	1977-169	08/24/77	701-1977	Am	Am	Am		Am	Am			Am	Am	Am	Am	Am	Am	Am	ND
03/05/80	1980-199	03/26/80	834-1980														Am		ND
02/06/80	1980-198	05/28/80	845-1980	Am		Am						Am		Am					ND
11/05/80	1980-212	11/02/80	867-1980	Am															ND
09/15/82	1982-241	10/13/82	1007-1982						Am				Am				Am		CE
09/15/82	1982-239	11/10/82	1009-1982			Am													ND
11/27/84	1984-263	03/27/85	1104-1985			Am													ND
11/28/88	1988-287	03/09/88	1239-1988	Am															ND
02/03/88	1988-289	03/23/88	1244-1988													Am			ND
03/07/90	1990-313	03/14/90	1324-1990	Am					Am				Am						ND
03/07/90	1990-314	03/28/90	1329-1990													Am			ND
12/05/90		12/19/90	1361-1990			Am													ND
11/04/92	1992-336	12/09/92	1421-1992													Am		A	ND
12/01/93	1993-340	1/12/94	***				A												ND
07/19/95	1995-359	6/12/96	1537-1996	Am															EIR
9/3/97	1997-369	3/26/98	1630-1998	Am															EIR
4/2/97		4/22/98	1638-1998	Am	Am		Am	Am	Am		Am	Am	Am	Am		Am	Am	Am	ND

* This column indicates how the adoption and/or amendment was reviewed with respect to the California Environmental Quality Act. The documents referred to are on file at Portola Valley Town Hall. (CE) - Categorical Exemption (ND) - Negative Declaration (EIR) - Environmental Impact Report

** In the 1977 revision, the material in the Northern Sphere of Influence Element was distributed to the other elements and the Element was deleted from the plan.

*** Recorded in minutes but no resolution number.

planning commission at its meeting of March 17, 1976. The Commission then recommended that the town council authorize the consultant to undertake the next step, which was the preparation of the proposed revised general plan.

During the review and revision of the general plan, numerous background materials were used, most of which are mentioned elsewhere in the appendices. Several maps not mentioned elsewhere and which were important inputs in the revision of the land use element in particular were:

"Property Ownership 1975, Town of Portola Valley, Developable Areas as Delineated on Stability Map, 1" = 500', 12/3/75, revised 12/5/75"

"Slope of the Land, Town of Portola Valley, 1" = 1,000', June 1972"

"Major Property Ownership 1975, Town of Portola Valley, 1" = 1,000' "

1980 Amendments

On June 13, 1979, the town council established a General Plan Review Committee to undertake an annual review of the general plan. The committee, composed of members of town committees, held a number of meetings and concluded its deliberations on August 13, 1979 with recommendations to the planning commission. The planning commission and town council held numerous public hearings between August 1979 and May 28, 1980 at which time the council adopted a set of revisions to the general plan. A major change to the plan was to change the slope-density standard for the Conservation-Residential category from 1 ac. - 9 ac. to 2 ac. - 9 ac.

1996 Amendments

On August 24, 1994, the town council established a General Plan Review Committee to review the general plan to determine if it adequately reflects the current goals of the community, and to make general recommendations to the planning commission and town council as to the nature of the changes that should be considered by the town. The committee was composed of seven members plus several ad hoc members representing various town commissions, committees and neighboring communities. The town planner attended all meetings.

The committee found that in most respects the plan was as relevant and useful as when it was first written. The committee, did however, recommend reducing the development potential on the western hillsides because of heightened awareness of major problems including access, geologic instability, fire protection, traffic and the need to preserve natural vegetation and water resources. The purpose of the change was to result in a more logical location of future homes. In addition, the committee addressed concerns including: senior housing, fire protection, and the pressure for larger homes to accommodate today's family needs. Also of concern was the potential destruction of natural resources that accompanies a rapidly increasing usage of town

roads and open space by visitors from all over the Bay Area. The committee proposed changes to better deal with these perceived problems.

The planning commission considered the committee's recommendations at ten meetings from May 1996 through April 1997. The commission agreed with many of the recommendations of the committee and, in addition, provided increased attention to protection of natural biological resource areas, including riparian corridors. The commission agreed with the committee's recommendation to help ensure that development is in the most logical areas. To this end, the commission recommended designation of specific residential cluster areas for the large undeveloped parcels in the town. The commission recommended reduction in densities in order to achieve this goal.

The town council then considered the proposed amendments at fourteen noticed public hearings from May 14, 1997 to April 22, 1998. The council decided to approve all proposed amendments except those relating to a reduction of residential densities on the western hillsides, the modification of cluster designs on tow properties on the western hillsides and the addition of two cluster designs in other locations. the council directed that additional study be given to proposed density reductions and cluster designs and that these matters be brought to the council at a future date. These matters would then have to be set for public hearing.

Appendix 2

Calculating Holding Capacity for the Land Use Element

The holding capacity of the general plan is an estimate of the total number of housing units and persons that could be accommodated within the planning area under the plan proposals when and if the land is fully developed. It is a maximum figure and may be approached in time, but will probably never be achieved since some properties will never be developed to their fullest potential. The holding capacity shows a reduction in the overall holding capacity projected at the time the general plan for the Portola Valley area was originally prepared in 1964. This reduction is primarily a result of greater awareness by the town of development constraints imposed by unstable lands and conscious policies to reduce unnecessary exposure of persons and property to potential geologic hazards. The housing unit and population holding capacities were derived in the following manner.

1. Within existing subdivisions, the number of existing houses, vacant lots and potential lots that could be created through resubdivisions were counted. A small percentage of the vacant lots may never be built upon due to geologic hazards.
2. In unsubdivided areas, the residential land use intensity standards and policies contained in Sections 2106, 2106a and 2106b of the land use element were applied to obtain an estimate of the potential number of lots (see the detailed explanation below).
3. The number of lots from 1 and 2 above were added to obtain the housing unit holding capacity.
4. The number of lots obtained in 3 above were multiplied by the estimated household size to yield a population holding capacity.

Estimating the number of lots in unsubdivided areas

The housing unit holding capacity for undeveloped lands was calculated by applying the residential land use intensity standards for each parcel and considering analysis of slope, unstable lands, and land that could be reasonably developed within the objectives and principles of the land use element. In some cases, the other factors analyzed reduced the holding capacity below the level that would be expected if only the basic land use intensity standard were applied. This is true in particular for lands with severe geologic stability problems whose holding capacity was calculated as follows:

1. Areas of geologic instability (Pmw, Ms, Pd, Psc, Md, Pf) and areas of geologic stability (Sbr, Sun, Sex, Sls, Ps) were identified. These areas are shown on the

map "Movement Potential of Undisturbed Ground" for Portola Valley as of 1/23/76, as amended through 1995.

2. The land use intensity standards for the parcel were determined from the comprehensive plan diagram and section 2106 of the land use element. The methods of applying the standards are those in effect in the Portola Valley zoning ordinance.
3. The land use intensity standards were applied to geologically stable areas providing a housing unit yield for stable lands.
4. The land use intensity standards were applied to the geologically unstable lands to obtain a housing unit yield that would be expected if there were no severe geologic constraints present. Then, to account for geologic instability, the yield was reduced by 90%. This reduction stems from the provisions of Sec. 2106 b. of the general plan. It was assumed that the remaining housing unit yield of 10% could be transferred to stable portions of the same parcel.
5. The housing unit yield from 3 and 4 above were added to obtain total housing unit holding capacity for the parcel.

HOLDING CAPACITIES

Residential Area	Land Use Intensity	Estimated Existing 1996 Housing Units ¹	Holding Capacity	
			Housing Units	Population ²
1	Low-Medium	205	207	518
2		100	116	290
3		30	37	93
4 ³		539	542	1,355
5 ⁴		<u>149</u> 1,023	<u>157</u> 1,059	<u>393</u> 2,649
6	Low	56	60	150
7		<u>553</u> 609	<u>582</u> 642	<u>1,455</u> 1,605
8	Conservation Residential	268	322	805
9		224	290	725
10 ⁴		105	143	358
11 ⁵		<u>46</u> 643	<u>116</u> 871	<u>290</u> 2,178
12	Open Residential	15	44	110
Planning Area Total (all areas)		2,290	2,616	6,542 approx. 6,500
Portola Valley Total (Areas 1-3, 6-9, 11, 12)		1,497	1,774	4,504 approx. 4,500

Totals may not add due to rounding

¹ Estimated numbers of existing housing units are from available records for approximately March 1996. The records were least accurate for areas 5 and 10. Due to the small number of housing units in these areas, however, minor inaccuracies would not significantly affect the planning area totals.

² In the 1990 U.S. Census, there were 1,675 housing units and 4,143 persons in households (excluding those in group quarters), for an average of approximately 2.5 persons per housing unit.

³ The existing number of housing units in 1996 is from the Los Trancos Woods Community Association.

⁴ The existing number of housing units in 1996 is from the San Mateo County Planning Department.

⁵ Although residential area 11 includes The Sequoias, the number of housing units and persons at The Sequoias are not included in the area 11 figures. Since the population at The Sequoias is approximately 325, the total holding capacity for the town is approximately 5,000 persons and for the planning area approximately 7,100 persons.

(Not Used)

Appendix 4

Implementation of the Land Use Element

Actions to date:

1. A wide range of recommendations are set forth in Appendix 5 of the Portola Valley General Plan adopted in 1965 pertaining to needed rezonings and other regulating ordinances. These recommendations were all subsequently enacted. These regulations guide implementation of the plan except where public purchase of property may be required. (See Appendix 6: Implementation of the Open Space Element for examples).
2. The 1977 general plan amendments included provisions regarding a new "Open Residential" category, revised guidelines for clustering, allowed only partial density credit for unstable lands and added impervious surface limitations and new provisions for accessory living quarters, among other changes. These changes have been reflected in amendments to the zoning ordinance.
3. The 1980 general plan amendments, among other matters, changed the land use intensity for the "Conservation-Residential" category from one to two net acres per housing unit. This change has been reflected in the zoning ordinance.

Future actions:

1. The town should undertake the preparation of a plan for the Portola Road corridor.

Appendix 5

State Requirements for Open Space Planning

California state law (Section 65560 et seq.) requires each municipality to prepare a local plan "for the comprehensive and long-range preservation and conservation of open space land within its jurisdiction." (§ 65563) The open space element of the general plan is meant to satisfy this state requirement.

In the legislation, "open space land" is defined as "any parcel or area of land or water which is essentially unimproved and devoted to an open space used as defined in this section, and which is designated on a local, regional or state open-space plan as any of the following:

- (1) Open space for the preservation of natural resources . . .
- (2) Open space for the managed production of resources . . .
- (3) Open space for outdoor recreation . . .
- (4) Open space for public health and safety . . ." (§ 65560).

The table below illustrates how the various open space categories in the Portola Valley open space element relate to the purposes of open space land as defined by the State of California.

Portola Valley Open Space Categories	Purpose of Open Space			
	Preservation of Natural Resource	Managed Production of Resources	Outdoor Recreation	Public Health and Safety
Residential Open Space Preserve	P		s	P
Scenic Corridors	P		s	s
Greenways	P		s	s
Open Space-Limited Development	P		s	P
Open Space Preserve	P			s
Agriculture		P		
Community Park	s		P	s
Community Preserve	P		s	s
Neighborhood Park	s		P	s
Neighborhood Preserve	P		s	s
Trails and Paths			P	s
Historic Sites	s		P	

Key:

- P - indicates the primary purpose of the category of open space
s - indicates the secondary purpose of the category of open space

Appendix 6

Implementation of the Open Space Element

Actions to date:

1. The town has acquired a number of easements that preserve the open space quality of land while retaining it in private ownership. Notable open space, scenic or conservation easements occur in the following subdivisions: Portola Valley Ranch, Westridge Unit #10, Sausal Vista, The Hayfields, Applewood, Rossotti, Portola Glen Estates, Rossotti and Meadow Creek Estates.
4. The Midpeninsula Regional Open Space District has acquired extensive open spaces as a part of the Windy Hill Open Space Preserve. This preserve provides for major hiking and nature study opportunities.
2. See list of actions in Appendix 7: Implementation of the Recreation Element for additional actions.

Future actions:

1. Studies should be made of the major riparian corridors in the town and recommendations made for protecting wildlife habitats and also protecting development from flooding.
2. Studies should be made of any other fragile biotic habitats in the town and recommendations made for their protection.
3. Recommendations should be made for any necessary amendments to the zoning, subdivision and site development regulations to help implement the general plan provisions relating to topics 1. and 2. above.
4. The Open Space Action Program should be implemented in order to further protect open space in the town. This program is described below.

Open Space Action Program

The preservation and enhancement of the natural beauty of Portola Valley can be achieved through a variety of methods, ranging from individual efforts of concerned property owners to various forms of public control of open space lands, including outright purchase. This program is based on officially adopted policy of the town as expressed in the general plan. While there may be interest from time to time in open space acquisitions beyond those recommended in the general plan, such acquisitions are not included in this program.

In the text below, methods of preserving open space are described under two headings—regulatory and non-regulatory approaches. Each type of open space is then matched with applicable methods of implementation in a summary table.

Regulatory Approaches

The natural character of Portola Valley can be preserved in large part by ensuring that new and existing development is controlled by suitable regulation—mainly zoning, subdivision and site development regulations. These regulations are applied by the town as part of its “police power,” which is the right of government to enact laws which are in the public interest and which are directly related to the health, safety and general welfare of the community. In the case of Portola Valley, it is clear that a major objective of the community is the preservation and enhancement of its natural setting. However, these regulations will only achieve town objectives with careful and imaginative guidance by town staff, elected representatives and citizens. In other words, these regulations are tools which need to be properly utilized.

Zoning

The zoning ordinance has been tailored to an unusual extent to carry out the open space provisions of the general plan. Control of lot sizes, permitted land uses, and building bulk, height and coverage requirements limit the type and intensity of activities or intrusiveness of buildings. Review of new buildings and remodels by the Architectural and Site Control Commission provides close control of the compatibility of development with the natural setting. Following are brief descriptions of those provisions of the zoning ordinance that work most directly to preserve open space:

Planned Community District

Provisions in the ordinance permit the phased development of parcels of land larger than 60 acres according to an agreed-upon plan tailored to the specific land involved. This provision encourages orderly development of major tracts and benefits both the town and the subdivider. Cluster development is encouraged so as to leave substantial areas in a natural state.

Planned Unit Development

Parcels of 10 acres or more, or in some cases of smaller sizes, may be developed in specified zoning districts upon approval of a conditional use permit. Planned unit development allows flexibility in site design beyond that allowed in conventional subdivisions. This provision, as well as the planned community district, encourages cluster development and the resulting preservation of open space. Through careful design, development can be disposed on the land so as to minimize disturbance to the natural terrain and sited to preserve special features.

Slope-Density Districts

Slope-density combining districts limit the density of development based on the average steepness of terrain. This provision in the zoning ordinance does much to help relate the amount of development to the ability of the terrain to accommodate such development.

Open Area District

The purpose of this district is "to protect the open quality and preserve the natural characteristics and scenic qualities of lands in visually important locations." The district permits agricultural and low intensity recreation uses. Residential planned unit developments are also permitted. For non-residential uses, stringent building coverage and grading regulations are included.

Scenic Corridor Combining District

This district requires special architectural and site plan review of development with the objective of conserving the existing terrain and vegetation. The district requires design approval for buildings, limits access and regulates disturbance of natural conditions.

Special Building Setbacks

Special building setbacks of 75 feet and 200 feet are in force along portions of Alpine Road and Skyline Boulevard, respectively. These setbacks are designed to help achieve an open quality along the corridors.

Subdivision Control

Because a subdivider is in effect creating a new part of a community, the state enabling legislation governing local subdivision ordinances gives to local communities considerable latitude in requiring a subdivider to provide a range of amenities. The town can make provisions to ensure that future residents of new subdivisions are assured a desirable environment. Also, the town can assure that development is compatible with the rest of the community.

The subdivision, zoning and site development ordinances are highly interrelated and in combination form a powerful set of tools for carrying out the general plan. Many provisions of the subdivision ordinance are relevant to the open space program and as each subdivision is reviewed, all pertinent aspects of the ordinance must be brought to bear on each application. Some of the most important provisions are briefly described below.

Cluster Subdivisions

Deviations from certain subdivision standards are permitted as a part of a cluster subdivision pursuant to the planned unit development procedures of the zoning ordinance. Common open areas must be covered by appropriate maintenance agreements.

Open Space Easements

Dedication of open space easements may be required for the purposes of protecting natural vegetation, terrain, water courses, waters and wildlife and for preventing or limiting drainage and erosion problems. This provision when linked to another requirement of the subdivision ordinance—that the subdivision

comply with the general plan—provides a basis for securing open space easements over major undeveloped canyons designated as “residential open space preserves” on the comprehensive plan diagram.

Park and Recreation Lands

To provide park and recreation areas, the subdivision ordinance requires payment of a fee or dedication of land according to two formulas. For subdivisions of less than 50 lots, a fee must be paid that is equal to the formula: $.005 \times \text{land value per acre} \times \text{number of residents}$. For subdivisions of 50 or more lots, a dedication of land must be made that is equal to the formula: $.005 \text{ acres} \times \text{number of residents in the subdivision}$. A combination of fees and land dedication is also possible.

If proposed park and recreation areas in the subdivision exceed the amount required for dedication, the town could enter into a binding agreement to purchase the property within a two year period. This provision, permitted by state law, would need to be added to the subdivision ordinance at least 30 days prior to imposing such a requirement.

Pedestrian Pathways, Hiking, Cycling and Equestrian Trails

Public easements for paths and trails and the construction of trails and paths may be required as a part of the subdivision process.

Grading and Tree Clearance

These are controlled through the site development ordinance, which is incorporated by reference in the subdivision ordinance.

Road Standards

The subdivision ordinance requires generous rights-of-way from 60 feet to 100 feet to provide open corridors for roads. These corridors are considered important because they are the traveled ways from which most persons, resident and visitor, perceive the town.

Landscaping

The subdivision and site development ordinances require protection of existing vegetation and the planting of additional vegetation if necessary. New plantings are required to conform to the adopted town native plant list.

Site Development

The site development ordinance sets standards for grading and controls removal of vegetation with the intent of creating “a superior community environment,” and “maximum preservation of the natural scenic character” of the town. Site development permits are necessary for work that exceeds certain minimum quantities. Provisions include the following:

Grading

Final contours of excavations and fills must be shown to be compatible with the terrain and not cause erosion.

Driveways

Standards are set for suitable grades and widths, to require adjustment to the terrain and to allow only a single driveway access to each residential lot.

Vegetation

Approval is needed for removal of vegetation in excess of 5,000 square feet from any vacant parcel or any parcel of land in excess of 10 acres. Suitable planting is required to return graded land to a natural condition and to prevent erosion.

Non-regulatory Approaches

As described in the preceding section on regulation, the preservation of many open spaces and the careful siting of development can be obtained through the regulation of private development. The town can go only so far, however, in conserving open space through regulation. There are many instances where regulations will not provide a basis for achieving open space goals. Regulations must apply equitably to properties similar in nature and similarly situated and cannot be applied to take substantial property rights from an individual owner for the benefit of other owners. Purchase or donation will be needed in these instances.

Types of Ownership

There are two basic types of land ownership—full or fee title, and partial title such as through an easement or ownership of development rights. Each of these types of title are implicit in the regulations previously discussed. For example, dedication of a park to the town would consist of dedication of the fee title. On the other hand, dedication of limited rights to implement a residential open space preserve would consist of an easement. Under such an easement the property owner would still own the land but would make a dedication to the town limiting the uses she or he could make of the property.

Such differences in title are particularly pertinent in considering nonregulatory open space implementation. For example, if the town is going to be required to purchase some open space, the amount of interest purchased in the land should be the minimum consistent with the purpose for which the open space is intended. Thus, if the objective is to merely protect a view, then a view easement may be all that is required. A park needed for active use, on the other hand would probably require obtaining full title to the land. Purchase of partial rights can be used to permit access, prohibit altering of natural features, or control development. The appropriateness of purchase of partial interests needs to be questioned in each instance where its use is contemplated. Where development is imminent, the cost of partial interests in the land may be very close to the cost of obtaining a fee title.

Donation of Property

Where open space or interests in open space are to be acquired by donation, the differences in types of ownership perhaps become most important. Donations of land or interests in land must be tailored to the needs of the individual making the donation. The types of arrangements can be many and varied. There are many source materials which probe this subject area in some depth. It is a specialized area requiring an understanding of human nature, estate planning, assessment procedures, tax laws, etc. For the purposes of this program, a few examples will suffice. Land may be donated to preserve an area or building which has particular sentimental value to the donor. Easements may be appropriate when an individual wants to preserve a low intensity use such as a farm or large estate and is willing to donate development rights and thereby receive a reduction in assessed value and taxes. Others may want to donate money for the purchase of property or development of a project as a memorial to a member of the family. These are but a few of the many situations possible.

Citizen Support

Citizen attitude and effort toward the open space program in Portola Valley is perhaps the most important part of the implementation work. Citizen support of official actions of the town and grass roots citizen programs, as well as the continued maintenance of private property, are all needed. Residents should be encouraged to continue to maintain and improve their properties so as to preserve and enhance the natural qualities of the town. This message should be given to residents through many means including official actions and the actions of local groups. Official town recognition should be given to outstanding actions by citizens.

Public Information

The town should also pursue an active public information program to assure that citizens are informed of and understand the underlying reasons for public policies and actions. Periodic reports should be issued to the residents indicating the accomplishments and programs of the town. Intergovernmental arrangements should play a large role in the ultimate realization of the open space program. Several of the open space proposals for Portola Valley, and indeed the framework of open space outside the town, require cooperation with other jurisdictions. The town should initiate programs as necessary and continue those in effect toward achieving interjurisdictional open space proposals. Major proposals include the Alpine and Skyline Scenic Corridors, a trail and path system for the mid-peninsula, and the maintenance of open areas such as the Stanford Biological Preserve.

Sources of Funds

While most of the open space proposals can be achieved through regulatory means, there may be instances where some purchases of property or rights in property may be necessary to carry out the plan. Although such purchases cannot be determined with accuracy at this time, it would be advisable for the town to have in mind approaches to securing funding if the need arises. In addition, approaches to voluntary contributions of land or rights in land may be appropriate. Some sources of funding or contributions are listed below.

Town Sources

The town can draw on its own bonding and tax powers to meet open space acquisition needs.

Fund Raising

The town can sponsor special events that would bring the community together for fun and recreation and for the purpose of raising funds to assist in open space acquisition.

Midpeninsula Regional Open Space District

MROSD has made major purchases of open space in the town. The district could be the source for additional purchases.

Peninsula Open Space Trust

POST, a private non-profit corporation, has purchased open space in the town and could be a source for additional purchases.

Contributions from Private Sources

Private contributions can assist in many ways. There are many incentives toward helping the community through donations. These include the ability to make a direct contribution to the continued quality of the town, the creation of a memorial which present and future town residents will use and enjoy, substantial tax benefits and increased property values.

Relationship of Implementation Devices to Open Space Proposals

The following table relates implementation devices to the several types of open space in this program. In the following examples, emphasis is given to achieving the maximum results through regulation. Acquisition is cited where regulation may be inadequate to accomplish the open space purposes. While not stated below, it is recommended that if regulation is not sufficient, donations should always be sought before moving to acquire by purchase.

Open Space Proposal	Implementation
Residential Open Space Preserve	Regulation: Open space easements to be dedicated at time property is subdivided. Acquisition: To be used only in rare cases where an open space preserve covers such a large portion of a parcel that no reasonable use would remain for the owner if the open space is preserved.
Skyline Scenic Corridor	Regulation: Zoning and site development regulations provide considerable protection. Acquisition: Purchase, such as by MROSD, is necessary to make lands available for general public use.
Alpine Scenic Corridor	Regulation: Zoning can be useful in controlling the form of development on the edges of the corridor. Acquisition: All of the parcels between the Alpine Road and Los Trancos Creek from the town boundary south to Arastradero Road should be acquired, or kept in private ownership, but retained as open space with compatible uses.
Greenways	Regulation: A combination of land in fee title and conservation easements should be obtained at the time of subdivision. Special building setbacks might also be established in already subdivided areas. Acquisition: Purchase should only be used where there is little or no likelihood of protecting the greenway through regulation.
Trails and Paths	Regulation: Many needed trails and paths can be obtained by dedication at time of subdivision. Improvements can also be obtained at the same time. Acquisition: Purchases should be made only when acquisition by regulations or voluntary contribution appears unlikely.
Neighborhood Parks	Regulation: Dedication at time of subdivision. Acquisition: Purchase will be necessary if the park is not included in a subdivision. Also needed when a park will serve a substantially different area from the subdivision or the land area exceeds the amount the town can require through dedication.
Community Parks	Regulation: Dedication if part of large subdivision and substantially related thereto. Acquisition: Purchase will be necessary if the park is not included in a subdivision. Also needed when a park will serve a substantially different area from the subdivision or the area exceeds the amount the town can require through dedication.

Open Space Proposal	Implementation
Historic Resources	<i>Regulation:</i> The Historic Resources Combining District in the zoning regulations requires review of historic resources when part of an application before the town to help ensure compliance with provisions of the Historic Element of the general plan.
Open Space Preserves	Several open space preserves, both within and outside of the town are owned by the Midpeninsula Regional Open Space District. Stanford University owns the biological preserve adjoining the town. The town should support the continuation of these preserves.
Other Community Parks, Recreation Areas and Open Spaces	The general plan shows four parcels in this category: town center, stables, orchard preserve and meadow preserve. <i>Regulation:</i> To the extent possible, regulation should be used to retain the stables and two privately-owned preserves as they exist. <i>Acquisition:</i> If regulations cannot achieve the retention of these areas, then the town should consider an acquisition program to secure these areas.
Agriculture	The agricultural areas lie outside of the town limits. The town should, however, cooperate with San Mateo County and Stanford University to retain these areas in agricultural use for the foreseeable future.
Regional Parks	The Palo Alto Foothill Park and the Family Farm are both outside of the town. The town should, however, support the retention of these open spaces.
Open Space-Limited Development	Extensive areas in unincorporated San Mateo and Santa Clara Counties are shown in this category. The town should support the continuation of this designation and well as its application to a small area in Palo Alto.

Appendix 7

Implementation of the Recreation Element

Actions to date:

1. The subdivision ordinance has been amended to require dedication of land for park and recreation purposes consistent with provisions of the State Subdivision Map Act.
2. The town has acquired the town center, Ford Field and the soccer field on Alpine Road. All of these are community parks.
3. The town has acquired two neighborhood preserves, both of which are in the Portola Valley Ranch development.
4. The Midpeninsula Regional Open Space District has acquired extensive open spaces as a part of the Windy Hill Open Space Preserve. This preserve provides for major hiking and nature study opportunities.

Future actions:

1. The town should continue to apply its subdivision requirements with respect to the dedication of park and recreation areas.
2. The town should continue to use the planned community and planned unit development provisions of the zoning ordinance to encourage the provision of additional park and recreation areas.
3. The town should cooperate with owners of private recreation facilities to encourage the retention of such uses. If retention of such uses is not possible, the town should consider means to preserve the uses as long as they are important to the town.
4. The town should consider an acquisition program for park, recreation and open spaces that may not be achieved through the approval of developments. Such a program should be included as a part of the open space program. (See Appendix 6: Implementation of the Open Space Element)

Appendix 8

Housing Element Exhibits

This appendix contains the following 7 documents:

1. Letter dated February 6, 1989 from the Town of Portola Valley
2. Letter dated November 29, 1989 from the Association of Bay Area Governments
3. Letter dated February 5, 1990 from the California Department of Housing and Community Development
4. List of county housing shares for the period 1988-1995
5. Map of potential subdivisions with 7 or more lots
6. Map of multiple-family affordable housing sites
7. Map of potential areas for second units

TOWN of PORTOLA VALLEY

Town Hall and Offices: 765 Portola Road, Portola Valley, Calif. 94025 Tel. (Area Code 415) 851-1700

February 6, 1989

Mr. Douglas G. Detling
Assistant to the Executive Director
ABAG
P.O. Box 2050
Oakland, CA 94604-2050

Dear Mr. Detling:

The Town Council of the Town of Portola Valley at its January 11, 1989, meeting approved the following statements regarding ABAG's Housing Needs Determination for 1988:

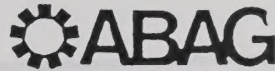
1. The Town recognizes the housing need in the region and accepts its obligation to provide lower cost housing, as possible, with the very real constraints of market conditions and natural hazards. The Town will make a "sustained and serious" effort to meet housing needs, particularly of persons employed within the Town.
2. The Town disagrees with the presumption that each jurisdiction in the region should be moving toward the regional distribution of household income. Diversity in the character of individual communities within the region is important and should be preserved. Homogeneity is a weak goal.
3. The town objects to the use of 1980 income data to define the very low, low, moderate and above moderate household income categories. The numbers imply affordable housing costs that are unrealistically low for 1988 to 1995.
4. The Town requests that the housing needs numbers for Portola Valley be revised to reflect the need within only the Town, thereby excluding the need numbers related to its two spheres of influence.

I had discussed item four with you on November 16, 1988. We will address the separation of unincorporated from incorporated area numbers at the time we revise the housing element for the Town. We will at that time be in contact with your office.

Sincerely,


George G. Mader, AICP
Town Planner

cc. Sue Crane, Mayor
Sue McGowan, CAO/Clerk
Ellen Schillig, Planning Coordinator



ASSOCIATION OF BAY AREA GOVERNMENTS

Mailing Address: ■ P.O. Box 2050 ■ Oakland, CA 94604-2050

November 29, 1989

Ms. Martha Blair-Tyler
 William Spangle and Associates
 3240 Alpine Road
 Portola Valley, CA 94028

Dear Martha:

You have requested information regarding the Town of Portola Valley's housing need (as determined by ABAG) for the Town's incorporated area rather than the sphere of influence. This letter reflects telephone conversations between you and Doug Detling, a former member of ABAG's staff who managed the housing needs determinations process in 1988-89.

The housing need determined for the Town in January 1989 was 161 units for the period 1988-95. This figure was for the Town's sphere of influence. Based on information in ABAG's local policy survey data base, an estimated 101 units could be built in the unincorporated territory of the sphere. This represents about one-fifth of the potential number of households projected for the Town through the year 2005, according to Projections 87--the projections on which the housing determinations were made.

Therefore, the Town's housing element could properly reflect a housing need for the Town's incorporated territory of 129 units for the period 1988-95, with the balance attributed to the unincorporated portion of the sphere.

We suggest that the Town's revised housing element show both figures, with its programs aimed at addressing the need for the incorporated territory. The element should not discuss the 129-unit figure as a revision to the housing need, but simply as a technically defensible split of the housing need between the incorporated and unincorporated areas of Portola Valley's sphere of influence. See the discussion in the Housing Needs Determinations report on pages 97-98.

If you have any questions, please feel free to call me at (415) 464-7902.

Sincerely,

Engene Leong
 for Gary Binger
 Planning Director

cc: Doug Detling
 Susan Hootkins

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NOV 30 1989

WILLIAM SPANGLE
 City and County of San Francisco

Representing City and County Governments of the San Francisco Bay Area

Joseph P. Bort MetroCenter ■ Eighth & Oak Streets ■ Oakland ■ (415) 464-7900 ■ Fax: (415) 464-7979

DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
Housing Policy Development Division
300 Third Street, Room 430
P.O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3176



February 5, 1990

Ms. Martha Blair-Tyler
Planning Consultant
Town of Portola Valley
765 Portola Road
Portola Valley, CA 94025

Dear Martha:

I am writing in response to your letter of December 12, 1989, regarding the Town's plan to address, in the housing element, the regional share portion attributed to the incorporated area of the Town only.

In our opinion, Portola Valley's total regional share is an allocation to the Town. Part of the allocation may be attributable by ABAG to the area within the Town limits and part to portions of the sphere of influence outside the Town limits, but the Town is to address all of its allocation. This is consistent with our longstanding position that a regional share allocation must be met within city boundaries unless a locality has specific plans to annex a portion of its sphere of influence during the planning period, or it revises its allocation during the 90-day period provided in Government Code Section 65584(c).

We recognize that our position on this issue, which differs from that expressed to you by ABAG in its November 29, 1989, letter, may change the Town's understanding of its regional share responsibility. However, we would be happy to provide technical assistance to facilitate the development of a housing element which complies with State law. For example, we can provide information about programs other localities have utilized to provide sufficient sites to accommodate regional share allocations.

If you have any further questions regarding this matter, please feel free to contact me.

Sincerely,

Jeffrey M. Spano
Jeffrey M. Spano
Housing Policy Analyst

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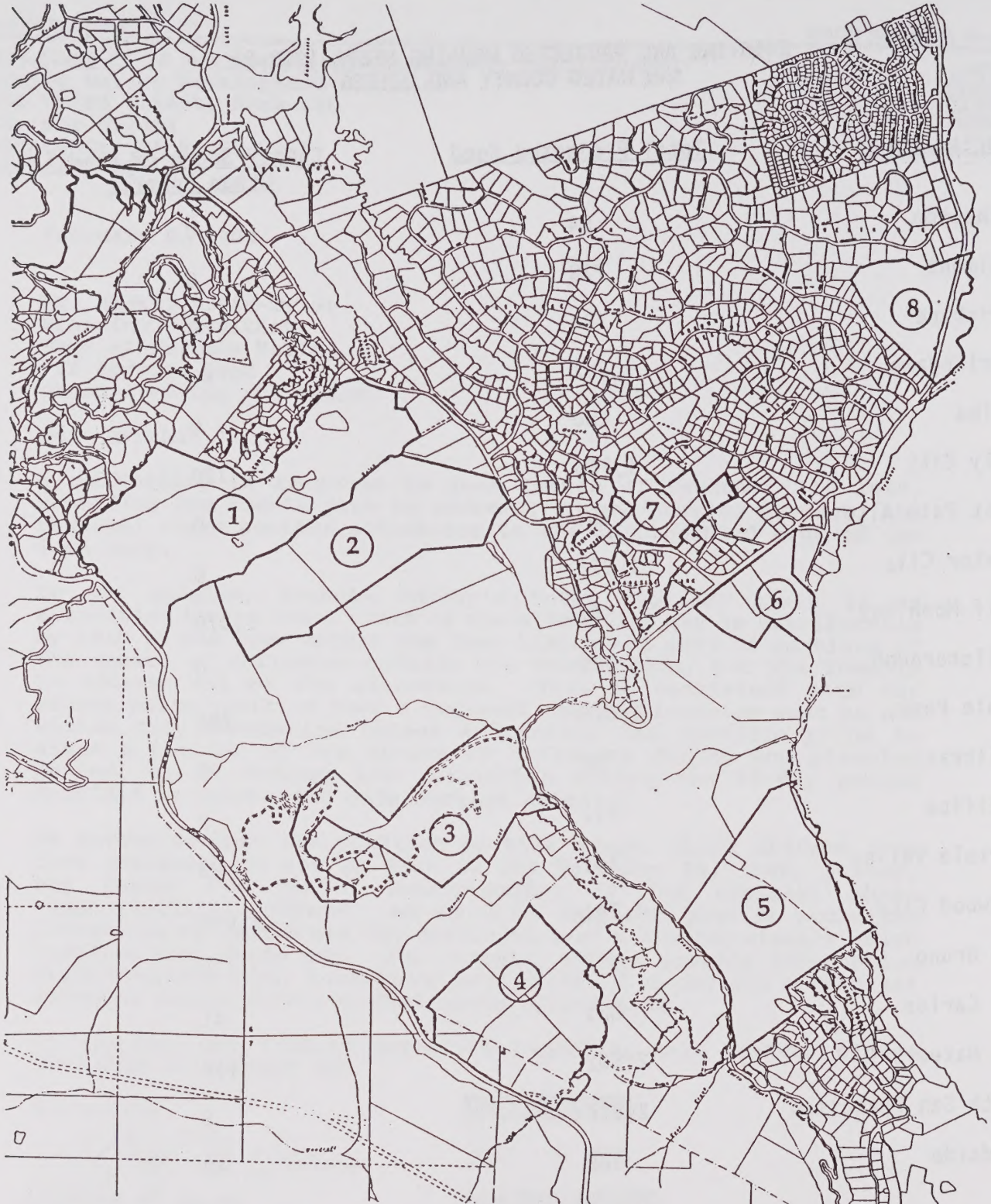
FEB 9 1990

WILLIAM SPANGLE & ASSOCIATES
City and Regional Planning

cc: Gary Binger, Association of Bay Area Governments

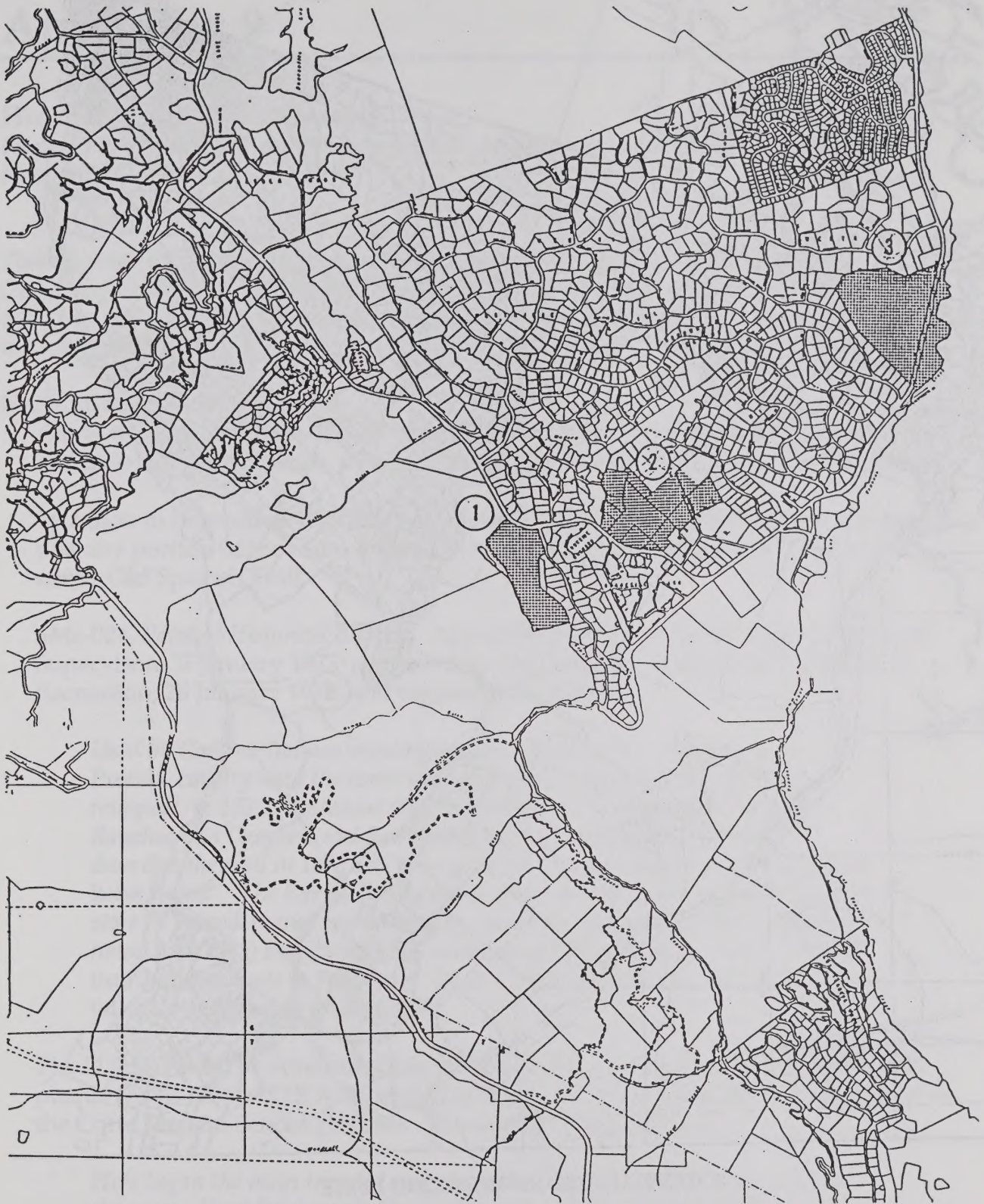
EXISTING AND PROJECTED HOUSING NEEDS 1988-95
SAN MATEO COUNTY AND CITIES

<u>Jurisdiction</u>	<u>Total Projected Need</u>	<u>County Share of Need in Urban Spheres</u>
Atherton	54	0
Belmont	718	6
Brisbane	700	0
Burlingame	1,357	41
Colma	260	0
Daly City	1,768	120
East Palo Alto	956	0
Foster City	1,022	0
Half Moon Bay	2,582	1,379
Hillsborough	239	0
Menlo Park	1,618	280
Millbrae	88	0
Pacifica	811	2
Portola Valley	161	63
Redwood City	4,741	1,066
San Bruno	852	0
San Carlos	831	41
San Mateo	2,902	114
South San Francisco	2,814	8
Woodside	369	48
Subtotal	24,843	3,168
County Remainder (Rural)	738	738
COUNTY TOTAL	25,581	3,906



POTENTIAL SUBDIVISIONS WITH 7 OR MORE LOTS

- | | |
|-----------------|---------------------------|
| 1. Morshead | 5. Portola Valley Estates |
| 2. Melchor | 6. Woods |
| 3. Corte Madera | 7. Woodside Priory |
| 4. Fogarty | 8. Stanford Wedge |



MULTIPLE-FAMILY AFFORDABLE HOUSING SITES

1. The Sequoias
2. Woodside Priory
3. Stanford Wedge



POTENTIAL AREAS FOR SECOND UNITS

All parcels of one acre of larger within the town limits would be candidates for second units. Such parcels are generally in all parts of the town except for the four areas outlined (1-Woodside Highlands, 2-Portola Redwoods, 3-Brookside Park/Brookside Orchard, 4-Portola Valley Ranch). Subareas will be established for all parts of the town within which no more than 15% of the lots could have second units.

Appendix 9

Historic Resources Inventory

Prepared by Dorothy F. Regnery with revisions by Nancy Lund, December 1, 1989; Revised November 23, 1993.

This appendix includes descriptions of 41 historic resources. The items are in chronological order without intention to list in order of importance or significance. In addition, the "Historic Element Diagram" shows the locations of all resources within the town's limits.

No. 1 Old Spanish Trail.

Along the crest of Coal Mine Ridge within the limits of the Town of Portola Valley and its sphere of influence, through "Heptagon Ranch" and Portola Valley Ranch.

By action in November 1968, the San Mateo County Board of Supervisors declared that any portion of the route utilized in subdivisions should officially retain the name, Old Spanish Trail.

SMa-024, Point of Historical Interest. Approved by the San Mateo County Board of Supervisors, 8 January 1973; approved by the California Department of Parks & Recreation, 26 January 1973, and registered as follows:

Used by Costano Indians crossing to Ano Nuevo Point. San Francisco Presidio cavalry used the route when pursuing Pomponio, an Indian renegade, in 1823. Antonino Buelna used it as a "wagon road" between Ranchos San Gregorio and San Francisquito in the 1830's. U.S.G.S. describes the trail in 1851 as "not a good one...infrequently traveled by ox and horse teams". The Burrell family wrote of using it in 1853. Stock for the first store in Pescadero was transported by mules in 1855 over the trail. Whitney noted it in 1865; the official 1868 county map shows it; and as late as 1870 it was the main route to Pescadero. There is distinct evidence of the trail to be found in undisturbed properties.

The D.A.R. Faxon D. Atherton Chapter marked the trail with a historic landmark plaque for its official U.S.A. Bicentennial Project. In 1973, the marker was placed on the Corte Madera School grounds. The marker was inscribed:

Here began the main traveled route across the Sierra Morena Mountains to the coast. Used for centuries by the Costano Indians and after 1823 by Spaniards, Mexicans and Americans.

When the lower part of Coal Mine Ridge was being subdivided, the county demanded the plaque be placed at the foot of the trail; it was immediately stolen. In 1975 the Portola Ranch Homeowners Association dedicated the lower part of the ridge as an open space preserve, and in 1979 the developer of the subdivision replaced the stolen marker and sponsored a rededication in the subdivision recreational facility.

See Item No. 13. Although it was not the Menlo Park & Santa Cruz Turnpike Company's original intent, the Old Spanish Trail was the route utilized by it to reach the summit of the mountains.

No. 2 Site of Maximo Martinez House.

Approximately at 4170 Alpine Road on the west side of Alpine Road opposite Los Trancos Road intersection.

SMA-022, Point of Historical Interest. Approved by the San Mateo County Board of Supervisors, 17 March 1972; approved by the California Department of Parks & Recreation, 25 April 1972, and registered as follows:

In 1832 Maximo Martinez and Domingo Peralta received permission to occupy Rancho la Canada del Corte de Madera. They moved with their families from San Jose the following spring. Peralta's wife died, and he returned with his children to San Jose. The Rancho was officially granted in 1834. Martinez received augmentations to the original grant. Martinez built a home of whip-sawed redwood 24 plus inch planks, mortised, and reinforced with rawhide lashings. This construction was unique for Californios, but was natural since wood was available and easier to obtain than adobe block. Three generations of the Martinez family owned this wood house. It was demolished by its owners about 1940.

In this century a *Sequoia sempervirens* was planted at the south end of the house porch; now the tree stands in the Alpine Road easement. Near this tree on July Fourth 1976 the Town of Portola Valley placed a plaque commemorating the house. The plaque states:

MARTINEZ HOME

In 1832 Maximo Martinez and Domingo Peralta received Rancho Corte del Madera, the first land grant in San Mateo County. In 1834 Peralta relinquished his share to Martinez. The house constructed of redwood was unusual for Californios. Three generations of the Martinez family lived here. It was demolished in 1940. SMA022

On June 19, 1858, the U.S. Government patented to Maximo Martinez 13,316.05 acres in San Mateo and Santa Clara counties under the title of Rancho del Corte de Madera. Its boundaries are well defined on U.S.G.S. maps.

No. 3 Site of Martinez Adobe.

99 Iroquois Trail.

About 1838 in order to meet the Mexican Government's rancho grant conditions Maximo Martinez built a "permanent structure." The two room adobe house, whose dimensions were about 36 x 18 feet, was one story with a shingled, gable roof. It was occupied by Martinez' eldest son, Nicolas. After William O'Brien Macdonough purchased the property containing the adobe, it was razed in 1903, and on the same site a substantial house was built for the superintendent of the Menlo Stock Farm. Later Joseph Macdonough named it the Ormondale Ranch. See Item No. 36.

A summary prepared by the San Mateo County Assessor, *San Mateo County Historical Association Report-ASJRC947-1, City of Portola Valley, 1988*, 5 pages, misrepresents the replacement structure as having been built in 1890 and re-evaluated by its office in 1907. The house has had so many renovations and modifications as to be hardly recognizable as the 1903 structure.

No. 4 Casa De Tableta (Alpine Beer Garden).

3915 Alpine Road at the southeast corner of Arastradero and Alpine Roads.

The following concise inscription is on the plaque given by the State of California.

This structure built by Felix Buelna in the 1850's served as a gambling retreat and meeting place for Mexican Californios. It was strategically located on the earliest trail used both by rancheros and the American settlers crossing the Peninsula to the coast and served this remote area. Acquired by an American in 1868. It has continued to serve under various names as a roadhouse and saloon.

California Registered Historical Landmark No. 825. Plaque placed by the State Department of Parks and Recreation in Cooperation with the Town of Portola Valley, May 24, 1969.

On August 14, 1973 the building was listed on the National Register of Historic Places at the State Level of Significance. The Historic American Building Survey's 1975 photographic study of the saloon is on file in the Library of Congress. There is a pamphlet "Buelna's Indestructible Bar" written by Dorothy F. Regnery and published by the San Mateo County Historical Association, 1969.

No. 5 Jones-Browns Trail.

A trail in Hamm's Gulch from the summit of the Sierra Morena to just south of the bridge at the entrance to Lauriston off Alpine Road.

William G. Jones in the 1850s made use of a trail, probably established by Indians. In 1857 and 1859 Santa Clara County rejected petitions to convert it into a wagon

road to connect with the San Francisquito Creek Embarcadero, near the present Newell Street Bridge in Palo Alto. (It is interesting to note the trail was not and never has been in the jurisdictional territory of Santa Clara County.)

Early in its history, the trail was used primarily for removing timber and tanbark. Stanford students hiking to Pescadero referred to the trail as the "Goat Ranch Road." In the 1920s Herbert Law upgraded and maintained it as a private riding trail, but during John Francis Neylan's ownership when an upper curve slipped out it was never repaired. So-called "Inspiration Point" just below the damaged portion was considered to provide a most spectacular view.

No. 6 Siebeck Flat.

East of the Alpine Road entrance to the Rolph Ranch, near where the road is presently closed. It is beyond the town's boundary, but within its sphere of influence and in San Mateo County.

In the early 1860s, William W. Manning and John Center fanned hope of finding coal on Rancho del Corte de Madera. They negotiated agreements with Maximo Martinez and his son Antonio Martinez for the right to mine on the rancho. Hence, the basis for the name Coal Mine Ridge. In 1861 Manning sold his mining rights to Julius and Gustave Siebeck. Perhaps their name was attached to the venture because they were last to mine there.

In 1890 there was a tremendous land slide of the east side of the upper Corte Madera Creek canyon, covering the coal mine tunnel site and creating two sag ponds which still exist (around which residences now cluster). The George Fromhertz family, who were living near the summit of Coal Mine Ridge on the Los Trancos Creek watershed distinctly heard the frightening sounds the slide made during the night. The following morning after investigating the cause of the noise George Fromhertz prophetically said, "No one will ever use Siebeck's Flat again". The steep slope was left raw until landscaped in 1915-16 to enhance a new entrance to Governor James Rolph's ranch.

The slide caused Bromfield's 1894 survey for Alpine Road to depict a sharp switch back to cross the creek and climb the opposite slope. His maps label it "Large Slide". The same slide area was active again in 1967 and 1969. Vista Verde Way dropped approximately ten feet with the loss of a house on the southwest corner of Vista Verde Way and Old Spanish Trail.

No. 7 Spring Ridge.

A ridge running north-south about midway of the Sierra Morena on the southern boundary of the town, near Skyline Boulevard.

The treeless ridge, stretching from the summit to the floor of the valley, is a striking natural geological phenomenon. Its lack of trees is in contrast to the ridges on either side and produces a demarcation of flora species.

The ridge oozes moisture. This unusual feature was noted on the 1832 *diseno*, and the rancho grantee referred to it as "Spring Ridge." The earliest reference in English to the name Spring Ridge was recorded in 1862 in *San Mateo County Deeds 3*, page 197. The excessive drainage from the ridge stimulated the growth of an abundance of willows at its base. In the 1930s sixty-four springs were counted within its area; the majority being at the highest elevation. Some are pure, some are heavily impregnated with sulfur.

The name Windy Ridge, or Windy Hill, was recently applied by the U.S.G.S. following a personal interview with James Rapley. The U.S.G.S. recorded his statement, "This is where the fog draws over in summer from San Gregorio Creek Valley." Since 1974 the U.S.G.S. map has labeled the summit as "Windy Hill" and the ridge by its historic name "Spring Ridge".

The upper portion of the ridge, or 525 acres, was donated in 1979 to the Peninsula Open Space Trust (POST), and subsequently in 1981 purchased from POST by the Midpeninsula Regional Open Space District (MROSD). In 1987 another 429 acres were purchased by MROSD and added to the "Windy Hill Open Space Preserve".

No. 8 Sites of Four Early Houses on Spring Ridge.

A. Site of Billar-Cooney house.

On the upper third, or 147.73 acre portion, of Spring Ridge, Francisco Billar built a house in the 1860s on the sunny, protected, east slope facing Hamm's Gulch. It was conveniently placed near a fresh spring in a draw. The house is mentioned in Maximo Martinez' 1863 will; it is indicated on 1866 and 1877 county maps.

Bryan Cooney purchased the property in 1873. He and his wife made it their residence until their deaths in the late 1890s. The house was demolished by John F. Neylan in the late 1930s. Some apple trees were still bearing fruit in 1964. Heavy bridge timbers crossing a tributary of Hamm's Gulch for the upper reaches of the Jones-Brown trail and the early road cut rounding the face of the ridge leading to the Orton house can be detected easily during winter and early spring months.

B. Site of the Orton house.

Following the marriage in 1888 of the Cooney's daughter Lucy to Wellington E. Orton, the couple built a house and barn west of the Cooney house. It was on the north face of the windswept upper reaches of the exposed ridge. For miles the white house was visible against a dark backdrop of cypress planted as a windbreak against the prevailing fog and wind which rushes over the mountain crest.

The structures were demolished by John Francis Neylan in the 1930s. Some of the timbers were used to build a corral near the gate at the lower edge of the property. The century old cypress are beginning to die and to fall. Below their house the

Ortons planted a double row of apple and plum trees. Each spring these trees valiantly continue to blossom, as though to remind the whole valley of a past era.

C. Site of Bozzo "Spring Ranch" house.

About mid-way on Spring Ridge on a very conspicuous slump.

In 1872 Emmanuel Bozzo built a house and barn on the lip of the slump, or "slip-out." By a quirk of circumstances this property remained in Bozzo's possession following the 1875 bank failures. Thenceforth, his oldest son managed the ranch, and in the 1890s Bozzo retired there from a business in San Francisco. His son-in-law Charles Kreiss assumed responsibility for it in this century until retiring in 1918 to Redwood City.

During Prohibition, an Italian family whose still in Portola Valley had been "pushed over" leased the ranch. Utilizing its isolation as a "front," huge quantities of booze came off the ridge in milk cans. Vandalism in the 1930s caused the Kreiss family to demolish all the structures.

D. Site of Hamm "Mountain Home".

East of the present parking and picnic tables designated Windy Hill.

In the 1860s Albert N. Hamm and his wife Mary Ann built a house overlooking the coast, snuggled into a "V" of the hills as though clinging to the windswept summit. The large, two-storied house was in keeping with the fashion of the era with two parlors and a big porch around all four sides. Seeking additional income the Hamms converted their residence into a summer resort, popularly known as the "Mountain Home."

During Prohibition, two men leased it from Herbert Law and obviously with his knowledge used the house for a "front." The interior of the house was gutted to disguise a still. Their illegal activity was thinly veiled in the pretense of a dairy-farm. The vacated shell of the "Mountain Home" burned down ca. 1929.

No. 9 Sites of Early Lumber Mills.

A good information source is Frank Stanger's book *Sawmills in the Redwoods*, 1967. In the text each site is mapped and discussed.

A. Mastick Lumber Mill & Ox Barn.

Now occupied by the Wyndham Drive subdivision, 3 Wyndham Drive.

Stanger dates this mill as beginning in 1852 and classifies it "one of the earliest mills". Frank Mastick was primarily concerned with obtaining timber pilings, essential for Mastick's Wharf in San Francisco. John Duzanica recalled that the heavy timbered ox barns were still in existence when he came to the area in the early 1900's.

B. Mastick Second Lumber Mill.

Below Morshead's tennis courts on the south branch of Bull Run Creek and below the sag pond, which was enlarged and now is known as the "Brow Lake".

Stanger dates this mill 1853-1856 and ponders if it was not Mastick's first mill moved up the slope. There are extant photographs taken after Hallidie purchased the property and prior to the turn of the century showing its barn built of heavy timbers, probably much like the one of the first mill site. Hallidie's map of the property labeled the road to reach the site as the "Mastick Mill Road" or the "Old Mill Road".

C. Smith Mill.

On the east side of Bull Run Creek (occasionally referred to as Smith Creek) east of the present man-made Creigh's Lake on Morshead ranch.

Stanger dates the construction of a steam mill in 1853 by W.C.R. Smith. In the 1960s, heavy iron fragments at the open site made the site easily identifiable.

D. Caldwell Mill.

In the uppermost reaches of Bull Run Creek, not far from the summit.

Stanger concludes this mill could have been Mastick's which was moved a third time to the upper reaches of Bull Run Creek. According to Alan Brown, another county historian, Smith sold to John Caldwell in the 1860s. He and his partner moved the Smith mill (Item no. 9-C) to the near summit site, where it was operating in 1861. There is a log skidway in fairly good condition in the steep canyon near the top of the ridge.

No. 10 Sites of St. Dennis Church and Cemetery.

On the north bank of San Francisquito Creek between the creek and the Stanford Linear Accelerator Center (S.L.A.C.). Town of Portola Valley's sphere of influence. Limited access.

St. Dennis was the first Catholic church between Mission Dolores and Mission Santa Clara. The first services were held on October 9, 1855; the last mass was on May 16, 1871, although services, such as weddings and funerals continued there. The structure was razed in 1899.

The death in 1856 of Patrick Martin, the brother of Dennis Martin, demanded a cemetery. The last burial was Dennis Martin's in 1890. Although Archbishop Joseph S. Alemany blessed the church and Patrick's grave, he refused to consecrate either the church or the cemetery.

In 1953 in anticipation of a proposed housing development remains were exhumed and reburied at Holy Cross Cemetery in Menlo Park. In 1962 the Linear Accelerator was constructed adjacent to the cemetery. A marker placed on Sand Hill Road in 1953 by the Stanford University regarding the sites was moved as the result of

construction of Highway 280. The marker is now in an obscure place on the west side of the present Sand Hill Road. Stanford Historical Society has the permission of Stanford University and is placing designated obelisks at each site.

No. 11 Site of Dennis Martin's Second House.

On the southeast side of San Francisquito Creek near an early ford. Town of Portola Valley's sphere of influence.

After Dennis Martin was evicted by court order in 1864 from the ranch on the northwest side of San Francisquito Creek, he and his family moved a short way down and across the San Francisquito Creek near a well-used ford. Coombe's 1885 map shows the location of the house. [The site of first house is within the boundary of Jasper Ridge Biological Reserve and is not in the sphere of influence of the Town of Portola Valley.]

No. 12 Pescadero-La Honda Turnpike (Old La Honda Road).

The main portion is located in the Town of Woodside with a small portion within the northwestern corner of the town's boundary.

The road developed to meet the demands of lumbering on the Dennis Martin Creek watershed. In the pre-American period, Jose Pacheco had a saw-pit on the east side of the trail which eventually developed into a road. In the early 1850s the Martins developed two sawmills on the watershed which determined the road's present lower route. In 1860, the San Mateo County Board of Supervisors received a petition for a road from Searsville to San Gregorio; the "Survey of a Road from Searsville to the Southern Boundary of the County" was conducted in 1861. The Civil War interrupted its completion. In 1864, Governor Frederick Low signed a bill to finish the construction. Through the years its route and grade has remained amazingly unchanged.

After 1872, a stage began daily utilization of the road. In 1874, the Searsville & La Honda Turnpike Co. was organized to reroute the road on the coastside. The county purchased the road and assumed responsibility for it in 1878. Documents, maps and surveys are on file in the San Mateo County Engineer's and County Clerk's offices.

No. 13 Menlo Park & Santa Cruz Turnpike (remnants).

A. *Pre-1950 Alpine Road crossing of San Francisquito Creek.*

The road bed is now used as a pedestrian and bicycle trail. It merges with the present Alpine Road about 400 feet south of the present bridge. It is located outside the town limits but within its sphere of influence.

B. *Crossing of Los Trancos Creek.*

The turnpike crossed Los Trancos Creek into the J.J. Felt (after whom Felt Lake is named) Ranch at the present La Mesa intersection. This location is outside the town limits but within its sphere of influence. For a distance the road then followed Felt's

western property line in Santa Clara County before emerging again into San Mateo County. In 1988, the town purchased a remnant of the turnpike which is now the south boundary of Portola Valley's Ford Park. Ford Park is named for Dorothy Ford, whose son Thomas Ford provided financial assistance to the town in the purchase of the property.

In 1867, land developers, owning land along its proposed route, organized a company to construct a turnpike road intended to connect the communities of Menlo Park and Santa Cruz with a branch road to Pescadero. Much of the present route of the present Alpine Road (until 1950 called Portola Road) from the intersection with Junipero Serra to Portola Road was determined by its survey. The toll gate was south of the junction of Los Trancos and San Francisquito creeks, or presently at the northbound (to San Francisco) access road to Highway 280.

This was one of many road projects considered in the county in the 1860s and 1870s. The company had a short life, and its primary impact was the naming of Santa Cruz Avenue, the main cross street in Menlo Park. Documents, maps and surveys are on file in the San Mateo County Engineer's and County Clerk's offices.

No. 14 Site of Corte Madera Brewery, Site of Nahmens House, Fitzhugh "Windmill".

Triangular 3-acre parcel, the most easterly portion of a lot now designated 380 Portola Road. Corte Madera Creek is the west boundary of the parcel; its apex is the junction of Georgia Lane and Portola Road.

The Corte Madera Brewery, which was actually not a brewhouse but a saloon, was operated from ca. 1873 to 1876 by William Tate Philpot on land given to his wife for tutoring the children of Antonio Martinez. By the turn of the century, the only possible remnant of the "brewery" was described as comparable to a "mushroom house."

Edwin Nahmens, a son of Gerrett C. Nahmens, purchased the three acres in 1902 and resold it in 1905 to his brother William. The property had a significant role that year when Gerrett Nahmens and his sons began to raise strawberries at the rear of the present Stonegate Subdivision. By controlling both banks of Corte Madera Creek the Nahmens assumed the right to divert the creek water and by gravity flow to irrigate their berry crop.

In 1913, the three acres were sold to Mary E. (Mrs. William) Fitzhugh. Obtaining sufficient water for her adjoining 81.36 acre estate (now Stonegate Subdivision) was a problem. In 1917, a well was dug on the triangular parcel and a facsimile of a simplistic windmill was built to disguise the well pump. The structure, now replaced by a replica, was built by Fitzhugh as a caretaker's residence in the early 1920s. It is often erroneously referred to as the "William Nahmens' House". (See also No. 42)

No. 15 Mariani Ranch.

Located on what during this century has been known as the Mariani Ranch, then the Unicorn or Heptagon Ranch, and currently the proposed Blue Oaks Subdivision. Entrance to the property is at 940 Los Trancos Road.

A. Freeman House.

In 1874, Maria Louisa Martinez, the eldest daughter of Antonio Martinez, married Charles Freeman, a Protestant-German immigrant. Freeman rented 120 acres about midway on Coal Mine Ridge from his father-in-law "for shares of produce." Upon his death, Martinez bequeathed the ranch to his daughter. It was originally reached via the Old Spanish Trail. Freeman worked the land intensively, and specimens of his century-year-old orchard still exist.

Martinez had a three-room, simple gable redwood board and bat house (ca. 20 x 27 feet) built for them, with a lean-to kitchen-dining room across the rear and an open porch across the front. There are two bays on the front with a central door and three bays on each side. Built on a slight slope, it has a basement under all of the main house. Although larger, it is similar in style to the so-called "Chilean woodchopper's house" considered in Item No. 31A.

In 1907, Stephen Mariani, a wealthy San Francisco hardware merchant, purchased the Freemans' and the adjoining property. Recognizing the historic aspects of the house, the Mariani family made a definite effort to maintain what they referred to as a "typical Mexican house".

Its exterior was resurfaced with shingles. Its foundation was replaced with a more substantial concrete one. Glazing was replaced with double panes; a south front room window was replaced with a multi-pane square window. A half-size lean-to was added on the back; a modern bathroom was added in the northeast corner of the house. Nevertheless, the house retained the essence of its originality as well as characteristics such as original doors, hardware, single thickness wall construction, etc.

After his mid-1970s acquisition of the property, H.R.H. Prince Faissal Al Saud renovated the sloping attic space of the Freeman house into a "living" space and appended a minuscule room by means of the protrusion of a gable on the rear. Access to the "second floor" was through the trap door in the ceiling. Both ends of the gable were opened with windows. The porch and underpinnings were strengthened. The interior of house was most elaborately decorated. The floors were covered with linoleum and modern appliances and plumbing were installed.

B. Barn.

Vera Mariani, now in her 90s, reported in a May 1, 1993 interview that her father had built this barn and that it was used to store hay and as shelter for their two horses. This agrees with the judgment of Sally Woodbridge, an architectural historian who reviewed the property in approximately 1990. Her estimate was that it was built in the 1910s (the Marianis bought the land in 1907), as its gable roof, high central bay and two side bays were common features of rural barns of the Bay area in that era. We believe it to be the last surviving building of its type from its era within the borders of Portola Valley.

No. 16 Site of Flax Mill.

On the east side of the Conolley-Melchor Lane, or west of the Sequoias.

In 1887, several farmers in Portola Valley vicinity began extensive cultivation of flax. To manufacture twine and linseed oil from the flax and its seed, William M. Hatfield constructed a two-story rectangular building with an associated smaller building to the rear on this site. It was considered to be the first flax mill in California.

By the turn of the century the mill was idle but all its equipment remained in place; much of it was still there in the 1950s. The picturesque "old red mill," frequently considered by many to be a barn, was a favorite subject for artists. It was razed as a fire hazard in 1963 after "The Sequoias" came into existence.

No. 17 Site of Hallidie Tramway.

Stretching from near the present Episcopal Church on the valley floor to the summit of the Old La Honda Road.

In the 1850s, Andrew Smith Hallidie invented a "ropeway," or aerial tramway, to meet demands of rugged mountain terrain to carry supplies and ore. In 1870, Hallidie went a step further and provided San Francisco with its first cable car system using a similar principle underground.

In 1893-94, Hallidie constructed a 7,351 foot long "ropeway" on his local ranch as a sales demonstration of his product to be shown prospective customers who came to San Francisco from all over the world. Numerous fantasies regarding its purposes, usage, etc. are assigned to the spectacular specimen.

Chinese laborers, housed in tent camps on Hallidie's "Eagle Home Farm," cleared the route and helped build the wooden towers (some traces of which remained in 1964 in remote places). The donkey engine and valley terminal, neatly fenced off, were located about where the Episcopal Church now stands. Buckets suspended from the cable swung out over newly planted orchards and mounted the steep slopes, keeping a straight course over canyons, gulches and hills to the 1,168 foot summit turn-around platform. Shortly after Hallidie's death the tramway was sold, dismantled and removed to a Mexican copper mine.

There are numerous books written regarding the life story of Hallidie with reference to the ropeway. Regnery wrote an article about it for *La Peninsula* in October 1959, and David F. Myrick included a discussion of it in the same journal in February 1973 for the 100th anniversary of the cable car.

Hallidie should be revered in Portola Valley as the founder of a community to substitute for the loss of the Town of Searsville, designator of the town's name Portola and donor of the Portola school site (now the Town Center), as well as his significant leadership in California education.

No. 18 Two *Sequoia Sempervirens*, referred to as "Triple Top" and "Flat Top".

On the upper reaches of the Hallidie/Morshead property.

These two trees were by-passed in the 1850s harvesting of redwoods probably for the same reason of their designation today. Not only are their age and existence important, but they are significant natural landmarks for the route of the Hallidie tramway.

No. 19 Allen-Woods House, the "Hawthorns", and surviving specimens of hawthorns, osage oranges, and olives.

800 Los Trancos Road.

In 1885, Ida Mary (Davis) Allen, the wife of James M. Allen, an attorney, a judge of the Superior Court of San Francisco and a director of the Bank of California, purchased 82.62 acres, now known as the Woods ranch. They planted seven acres in grapes and about 500 olive trees, and although the latter thrived, most of them were recently uprooted when a fringe portion of the property was sold. Alternating pink and white hawthorns outlined the boundary on Alpine Road, hence the place name; osage oranges thrived near the original Los Trancos Road intersection with Alpine Road.

By 1888, the Allens and their five children were comfortably established in a stick-style residence on the ranch. The house designed by W. F. Smith provides the distinction of being the first architecturally designed house within the present town boundary. The San Mateo County Assessor's 1988 summary erroneously states this house was built in 1900.

Judge Allen commuted to the city daily by railroad. The reason traditionally given for the Allens selling their year-round home was that the older children were an age to attend boarding schools, but it was undoubtedly prompted by the health of Judge Allen, who died in 1913 shortly after the sale. Frances Newhall (Mrs. Frederick) Woods, Jr., granddaughter of the Gold Rush pioneer Henry Mayo Newhall, purchased the property. She modified the house very little.

No. 20 Not Used.

No. 21 Fromhertz House.

210 Portola Road.

The George Fromhertz family lived near the summit of Coal Mine Ridge. This meant long, daily treks (generally down the Old Spanish Trail) for the children to reach the school at Searsville. Being very aware of the essential need of education, Fromhertz leased a 6.81 acre lot in the valley, agreeing to build a house and a barn on the land and to cultivate the land. In 1889, Fromhertz hired a man named Snow to help him build the structures. Thenceforth during school term his wife and children lived in the valley "town house."

Meanwhile George Fromhertz, a member of the Searsville District School Board, led a concerted and successful campaign to locate the school in the valley. Fromhertz died before the termination of the valley lease, but his widow purchased the lot in 1895 and held it until 1900. Since then the property has gone through three ownerships. It has been well maintained and distinctly resembles its original appearance.

No. 22 Village of Portola.

Located on 4.7 acres in the northwest corner of the Hallidie property, west of the present entrance of the "Morshead Ranch", near 945 Portola Road.

Remnants of the grade "Moss Lane" parallel to Portola Road are still visible.

SMA-021, Point of Historical Interest. Approved by the San Mateo County Board of Supervisors, 17 March 1972; approved by the California Department of Parks & Recreation, 21 April 1972, and registered as follows:

In 1892 when the village of Searsville was abandoned, Andrew Smith Hallidie helped to create another village. On the valley floor of his estate Hallidie set aside 4.7 acres and built a store and blacksmith shop. A remnant of the upper street, known as Moss Lane, parallel to Portola Road is still visible. On the other valley corner of the property the Hallidies gave land for a school. Due to a post office, operated at the general store, the United States provided the official designation, Portola. Other businesses followed: a hotel built on the principle of a modern motel; a hall for a community center and Saturday night dances. After Mr. Hallidie's death and contrary to the family's wishes the last proprietor operated a saloon and abandoned the post office. This caused Mrs. Hallidie to repurchase the property in 1902 and all the buildings were moved or demolished.

Dedicated with a brass plaque placed on the road easement nearby and presented by the Town of Portola Valley on July Fourth 1976. It states:

VILLAGE OF PORTOLA

In 1892 Andrew Hallidie created a new community here after the newly constructed reservoir destroyed the town of Searsville. The town consisted of a post office, store, hotel, and community center. In 1902 the town was abandoned. The adjacent property was donated by the Hallidies for the school.

SMA021

No. 23 Alpine Road.

Above its present intersection with Portola Road to Page Mill Road.

Previous to 1893, there was only a semblance of a trail snaking its way up the canyon, fording Corte Madera Creek seven times before reaching the Fitzpatrick ranch (the presently named *Ruolf* (sic) Trail), with a branch to a coal mine near the present switch-back or the beginning of the ascent of the mountain slope.

The purpose in 1893 of a such costly road, designated Alpine Road, was to divert the flow of rich agricultural produce of the mountains away from Santa Clara County's Page Mill Road into San Mateo County. The road survey was hailed as a triumph of road engineering. The Third District and the county each bore half the cost, and construction bidding was divided into seven sections of the road. Generally, each winter the road had to be closed, not only because of the lack of an all-weather road surface, but because slides and erosion of its shelf-like construction blocked passage.

The upper segments on the mountain slope were closed to vehicular traffic by the county in the late 1960s because of misuse by motorcyclists and others. The well engineered road bed serves as a recreational trail through a very beautiful part of the Sierra Morena. San Mateo County Engineer's office has the 1893 original topographic road construction maps and road accounts. The Town of Portola Valley has a photographic reproduction of one of the maps.

No. 24 Not Used.

No. 25 Searsville District School Bell.

The bell is presently mounted on a frame in front of the library and to the rear southeast corner of the 1910 school, 765 Portola Road.

After the school site on the shore of Searsville Lake was sold, Martha Elizabeth (Mrs. Andrew Smith) Hallidie gift-deeded land for another school site in the heart of the valley. It is now the nucleus of the present town center.

When a school house was being built on it in 1894, a bell cast by The C. S. Bell Company of Hillsboro, Ohio, was placed in its steeple. There are no cast marks on the bell, but the yoke gives the style, size No. 24 and the name of the manufacturer. Although this foundry had existed in Hillsboro since 1858, the company was not incorporated by this name until 1894. Thus, the date of the school construction and the incorporation name provide the date of origin of the bell. This company

specialized in school and church bells, known as "steel alloy bells," pitched to create a very mellow tone. Their bells became famous throughout the world.

The school was demolished in 1950, and the bell was stored until ten years later when parents mounted it for everyone to admire. When the city acquired the school site, the bell was remounted as it is presently.

No. 26 Two Coast Live Oaks, marking the site of the 1893 school house.

East of the Portola Primary School in the landscaped area in front of the present library, 765 Portola Road.

Two young coast live oaks were planted on each side of the new 1894 school. They flourished and have grown to giants in the past century. Now they are living place marks for the building demolished at mid-century.

No. 27 Portola School District Primary School, recently referred to as the "Red Schoolhouse".

Now a part of the town center, 765 Portola Road.

On 28 June 1974, the building was placed on the *National Register of Historic Places* at the Local Level of Significance.

Historic American Building Survey's measured drawings and study, CA-1992, and the 1975 photographic study of the school are on file in the Library of Congress. *SMA-025, Point of Historical Interest*. Approved by the San Mateo County Board of Supervisors, 15 December 1973; approved by the California Department of Parks & Recreation, 3 January 1974, and was registered as follows:

The Portola Valley school building is one of the few remaining turn-of-the-century examples of Mission Revival styled schools. It is a conspicuous effort to execute the style on a small scale in wood construction. The Mission Revival style developed in part from the shingle tradition. Therefore, the extensive usage of shingles in this interpretation is significant. The result was uniquely attractive. It was especially appropriate to use wood in the heart of virgin redwood country.

Built in 1909, the school was in continuous use until 1950 when it lay idle for one year. In 1951, it was utilized to house the first kindergarten class in the district. By mid-year enrollment increased so rapidly that to obtain another class room, the building was divided in half and entrances opened on the sides. It was thereafter used as class rooms or administrative offices. For a brief period, it served as the first office for the Town of Portola Valley.

The town placed a brass plaque which states:

PORTOLA PRIMARY SCHOOL

was built in 1909. The bell was moved in 1893 from the abandoned Searsville school. The building served as the first town hall when the town of Portola Valley was incorporated in 1964. It was acquired by the town in 1975. Placed on the National Register of Historic Places. SMA-025

No. 28 Hallett Store (now office space).
846 Portola Road.

The building has been greatly renovated throughout the years. Although it has lost its architectural integrity, the building retains much of its historic essence.

Coinciding with the closure in 1902 of the Hallidies' "Portola Store," Harry E. Hallett purchased a 100 foot square lot across the Portola Road east of the first store, and in 1904 constructed a small store with residence in the rear. This was the origin of the present structure. Across its typical false facade was painted "Portola Store," the name of its predecessor, but the local populace referred to it as "Hallett's Store."

In 1906, the building was shaken off of its foundation. In 1908, an addition was made on the front to accommodate another enterprise, a saloon, which immediately became the chief source of revenue. Hallett sold the property in 1918. Through the years, the building ran a gauntlet of owners and lessees, operating as a well patronized speak-easy. After Prohibition it was known as The Portola Club, or "Pearl's." In 1972, it was extensively remodeled by Wright & Co. for professional offices.

No. 29 San Andreas Rift Zone.

This has been charted by U.S.G.S. and Town of Portola Valley geologists. Extends along the valley floor through Portola Valley Ranch and the "Heptagon" Ranch.

It is the hope of many in the community to mark in some manner the path/route of the 1906 rift(s) within the town's boundary. In so doing attention would be directed to landmarks, such as the two coast live oaks between which the rift passed on the present Portola Valley Ranch.

No. 30 Our Lady of the Wayside.
930 Portola Road.

The following concise inscription is on the plaque given by the State of California:

Built in 1912 this country church was the first executed design of noted architect Timothy L. Pflueger, who had just begun work for James Miller. An awareness of the Spanish California missions inspired the style, which

contrasts with the large commercial buildings and art deco theaters for which Pflueger later became notable. Construction of this Catholic Church was initiated by a non-denominational club, The Family.

California Registered Historical Landmark No. 909 Plaque placed by the State Department of Parks and Recreation in Cooperation with the Town of Portola Valley, September 4, 1977.

On 22 November 1977, the building was listed on the *National Register of Historic Places* at the State Level of Significance. Historic American Building Survey's photographic study of the church is on file in the Library of Congress.

No. 31 Jelich Ranch Complex.

683 Portola Road.

A. Chilean Woodchopper's House.

According to Alan Brown, this was one of several houses built in the 1850s by Maximo Martinez to accommodate the Chilean workers who converted the willows in the valley into the charcoal which was much in demand in San Francisco. There were several other houses almost exactly like it throughout the valley. One, which burned, was behind the present Jelich house. The house has been renovated but retains the same essence, size, construction and style of the houses built by Martinez after 1850.

B. Jelich House.

Walter Jelich, Sr. built the house in 1915, and for many years it was the center of local Dalmatian* affairs in the valley. It was considered a "mansion" by his countrymen and other local valley residents. It had electricity and modern plumbing. The San Mateo County Assessor's 1988 summary does not include this house.

C. Tank House.

An old water tank on an enclosed base located on Portola Road opposite Westridge Drive.

No. 32 Connelley-Melchor House.

555 Portola Road, about mid-way of Spring Ridge.

This house holds the distinction of being the second house designed by an architect in Portola Valley. Edward D. Conolley, owner of the Spring Valley Lumber Co., purchased the lower third of Spring Ridge in 1912 and had a house built on it in 1914. The house was designed by Stanton Dewey Willard, his brother-in-law. Its

* Dalmatia is a coastal region of the former Yugoslavia.

Italian villa plan built around an open court was his first commission and shows ingenuity and foresight of modern style.

The property was purchased in 1921 by John Rosenfeld & Sons, and was subsequently owned by Clarence S. Crary, who lost it during the 1930s Depression to John Francis Neylan. The present owner, Jack Melchor, has shown sensitivity in its restoration. The San Mateo County Assessor's 1988 summary does not include this house.

No. 33 "Lauriston" – "Willowbrook Farm".

A segment of the Corte Madera Creek Valley with a narrow extension at its north end was owned by Herbert Edward Law from 1913 to 1920.

A popular published source of information regarding Nos. 33 and 34 was compiled and published by Sewall Bogart as *Lauriston: An Architectural Biography of Herbert Edward Law* in 1976.

A. Alpine Road gate (gate to house)

This remains at the intersection of Alpine Road, and a road leads to several residences numbered in the 4600s on Alpine Road.

B. Terraces

Portions of the terraces below the residence are included in the residential properties at 4670 Alpine Road and 200 Willowbrook Drive (terraces restored).

C. "Farm" Road

The entrance off Alpine Road shortly after it begins to dip into the valley is in fairly good condition. Remnants of the road exist in the valley and along its north side.

D. Superintendent's house and office at 451 Portola Road.

A narrow arm of land was secured at the north end of the farm in 1914 to provide access to Portola Road. On it two structures, a house and a office, were built of rock retrieved from the adjacent creek bed. The imaginative turret feature of the "lodge" arouses much interest. It is now generally misconstrued as a gatehouse for the farm.

No. 34 "Villa Lauriston" (later a portion of Neylan's "Rancho Corte Madera").

In 1914, Herbert E. Law began amassing a large estate on the slopes of the Sierra Morena which he named "Lauriston." It was acquired in 1937 by J. F. Neylan adjacent to his Spring Ridge properties. The complex on the upper hillside (B, C & D below) was built in the 1920s.

A. Entry,

This includes a gate and bridge, at ~5050 Alpine Road.

B. Main Residence

With a separate garage/apartment, swimming pool, solarium, etc.

C. Superintendent's house.**D. Stables**

These were so extensively altered into a residence as to lose their historical and architectural integrity.

E. Homestead Ruins.

Damaged by a 1971 fire and vandalism, these magnificent ruins are all that remain of a mansion begun in 1929 by Herbert Law for his daughter, Patricia, then five years old.

No. 35 Governor James Rolph's Carriage House.

Located on the Los Trancos Creek watershed at the top of Coal Mine Ridge on property identified as the "Home Ranch," or by its subsequent owner as "Pony Tracks Ranch." Town's sphere of influence.

In 1916, Rolph had several elaborate barns built. The one referred to as the "carriage house" was built around an open courtyard with entry through an archway. It served as guest rooms, office, a garage, etc. It is one of the few remaining structures left from Governor Rolph's era.

No. 36 Ormondale Ranch Road.

Follows significant portions of the present-day Alamos Road and Westridge Drive to the site of the ranch house, 99 Iroquois Trail.

Joseph Macdonough's 1927 purchase of the Burke Ranch, now the Ladera subdivision, stimulated the creation of a "main drive" crossing the 1,400 acre ranch, which was renamed Ormondale Ranch. The road had little utility value and consequently was seldom used.

John McLaren was commissioned to landscape the picturesque drive. He specified the kinds of trees and supervised their planting. Young trees from gallon-sized containers were planted at about fifty foot intervals allowing for a 100-foot wide roadway.

The road, which looped through Ladera up to the present Castanya Way, was lined with pepper trees. The next section, which entered the present Westridge subdivision, connected with the present Alamos Road and swung onto the present Westridge Drive, was planted with cypress, cedar and pine. For an interval, the native growth was left unhampered. From the Escobar-Favonio intersections extending to the Goya Road intersection, coast live oaks were planted. This was interrupted briefly again by natural growth. Oaks were planted through the open wheat and hay fields from the Paloma Road intersection to the Mapache/Cervantes

intersection. Near the present Corte Madera Creek crossing, the road turned east to reach the ranch house and was lined with redwoods.

No. 37 Mangini Roadhouse, also the second Town Hall.
4139 Alpine Road.

After Prohibition, in 1939 Andrew and Ida Mangini built a stone building for a bar and restaurant, which existed for two decades as the headquarters of a popular Italian picnic park. The park was replaced by the Alpine Tennis & Swim Club.

In 1964, the new town of Portola Valley was seeking a "town hall." After a short stint in the 1909 Portola Primary School House, the town office moved into the stone structure for a decade. It has been utilized since as a nursery school.

No. 38 Not Used.

No. 39 Not Used.

No. 40 Elderberry, *Sambucus mexicana*.

On east side of Alpine Road right-of-way at the junction of Ladera Swim Club and Ford Park properties.

This is an unusually large specie of elderberry. Most persons think of elderberry as having a bush shape and proportions. This specimen resembles a tree. The circumference of the trunk at 4-1/2 feet height measures over nine feet. Undoubtedly it has been permitted to live because it existed on an early property line.

According to the U.S. Forestry Department's *National Register of Big Trees*, a larger specimen exists in New Mexico – larger not in the circumference of its trunk but in the spread of its foliage.

No. 41 Not Used.

No. 42 Catoctin Estate.

In 1913, William and Mary Fitzhugh purchased 81 acres in the area around today's Grove Drive and Stonegate which they called "Catoctin." They built two houses, #3 and #4 Grove Court between 1913 and 1917. At #1 Grove Court, the Catoctin swimming pool/reservoir still exists, and vestiges of the original gardens designed by John McLaren and his assistants can be found throughout the subdivision. The Fitzhughs sold the property for subdivision in 1948. Both houses are essentially unchanged.

A. #3 Grove Court.

#3 had a billiard/sitting room, two bedrooms and a screened porch on the street floor. The upstairs had two bedrooms, a bath and a sewing room. Servants'

quarters, a wine cellar, washroom and storage rooms remain under the rear of the house. A wing of two bedrooms and a bath, which no longer stands, connected the two buildings.

B. #4 Grove Court.

#4 consisted of a bedroom, kitchen, bath and a very large living-dining room with a large fireplace and Japanese cedar walls. A tent house, used by family and guests, still stands on the property.

C. Stonework on Grove Court.

Much of the stonework along the roads remains although in deteriorating condition.

No. 43 Site of Ormondale Ranch Buildings.

These houses have been so altered over the years that any historic significance is lost. However, they indicate the site of the headquarters of the Menlo Stock Farm, later called Ormondale Ranch. William O'Brien Macdonough bought the 1,191 acre ranch in 1891 to raise race horses. As many as 200 horses were housed in various barns. A 3/4 mile race track existed approximately at the site of Ormondale School. Ormonde, the ranch's most famous horse, was considered the most outstanding horse of the 19th century. Among his descendants was Citation.

The superintendent's house, number 99, was built in 1903 on the site of the Martinez adobe. The house at number 55 was originally used, in a slightly different location, to house silk worms during Nicola Larco's ownership of the land in the 1870s. After 1906, it was moved and served as a bunkhouse for Ormondale Ranch hands. The house at 234 Shawnee Pass is part of the ranch headquarters complex and was where Macdonough stayed when he was on site. An original pump house and another outbuilding still exist. The spring-fed pond dates from ranch times.

No. 44 Willowbrook Farm; Bunkhouse and Barn.

This private residence, considerably modified, served as a bunkhouse and barn for the workers of Willowbrook Farm, which produced herbs for Herbert Law's patent medicine *viavi*. It was built in 1912 and is located at 211 Willowbrook Road.

No. 45 Site of Hallidie House (Morshead Property).

Andrew Hallidie's house stood in a secluded valley up the slope from the present Morshead home. Construction began in 1884. There were two residences, one for servants and the other for family and guests. Nearby was a miniature school for the Hallidie son. Simple but formal gardens surrounded the buildings. An orchard contained 20,000 trees. Further to the south were stables built with 10 x 10 timbers. Thousands of feet of water pipe were laid and reservoirs were built. Most of the buildings were dismantled in 1930, and the main house was then moved and renovated. It was razed in 1959.

Appendix 10

Implementation of the Historic Element

Actions to date:

The following ordinances and regulations have been developed or amended to implement the objectives and principles of the historic element.

1. A new chapter of the zoning ordinance, Chapter 18.31, titled "Historic Resources."
2. Amendments to the zoning ordinance re: conditional use permits, variances, and administration.
3. Amendments to the subdivision ordinance.
4. Amendments to the site development ordinance.

Future actions:

The following programs should be developed to implement the objectives and principles of the historic element.

1. Establish a historic marker program to clearly identify historic resources in the town with appropriate and informative markers. The program should address marker design standards and review procedures. Consider incentives which would offset the cost to the property owner, such as reduced permit fees if the property owner purchases the marker, and development of a historic marker fund, with donations coming from the Town, local citizens and preservation organizations. This program is being implemented.
2. Adopt the state historic building code. The town should adopt the California Historical Building Code (Part 8) of the Uniform Building Code which deals specifically with existing structures listed on the local register. (Discuss with building inspector and town attorney.)
3. Request correction of San Mateo County Assessor's Historical Association Report, Town of Portola Valley, 1988, to match the town's data on the following resources:
 - a. No. 3, Ormondale Ranch house built in 1903.
 - b. No. 19, Allen-Woods house built between 1885 and 1888.
 - c. No. 31 B, Jelich House built in 1915.

d. No. 32, Conolley-Melchor House built in 1914.

4. California Environmental Quality Act (CEQA). Utilize the environmental review process through initial studies, negative declarations, mitigation measures, and EIRs for all development applications on properties with historic resources to ensure full preservation of these resources. When justified, the responsible body should require further study and, as appropriate, investigation of alternatives and mitigation of impacts. Mitigation actions can affect tentative subdivision maps, conditional use permits, variances, building permits, site development permits, demolition permits and all city discretionary processes.
5. Architectural Historian. Review qualifications of architectural historians and develop a list of one or more historians who will be available to advise the town from time to time on specific applications.
6. Educational Programs. Develop educational programs to kindle public interest in historic preservation and local history. One program could be the preparation of a local guide to historic sites and features of the town. The guide could be designed as a local walking, driving and/or bicycling tour pamphlet that gives locations of sites and structures along with a brief history and historic pictures. The guide could serve as an educational tool for local schools and area residents.
7. Archives. The town historian, the archives committee, and the Portola Valley branch library should coordinate in establishing and maintaining a collection of historic data on Portola Valley settlement and historic resources.
8. Coordination with Adjoining Jurisdictions. Work with the appropriate adjoining jurisdictions, including cities and the counties of San Mateo and Santa Clara, to develop preservation programs for historic resources identified in the town's inventory but located outside its incorporated limits.

Appendix 11

Implementation of the Circulation Element

Actions to date:

1. Alpine Road and Portola Road carry the major traffic in the town. The town has installed speed limits of 35 mph and 45 mph on these roads.

Future actions:

1. The intersection of Alpine Road- Junipero Serra Boulevard - Santa Cruz Avenue poses major traffic problems for residents of the town during morning and afternoon commute hours. The town should continue to work with neighboring jurisdictions to develop improvements to this intersection.
2. The town should monitor intersections on Alpine and Portola Roads to identify any safety problems and then develop appropriate traffic engineering solutions where problems require action.

Appendix 12

Implementation of the Trails and Paths Element

Actions to date:

1. The town adopted trail and path dedication requirements in the subdivision ordinance.
2. The town adopted trail and path construction standards.
3. The town has a trails committee that oversees and undertakes trail designs and maintenance.
4. The town has developed some trails not otherwise developed by subdividers as a part of their subdivisions.
5. The federal government provided the funds for the paved path that extends along Alpine Road from Junipero Serra Boulevard to Portola Road.

Future actions:

1. The trails and paths diagram should be completely reviewed and revised as appropriate to reflect changes to the system that have taken place and that are anticipated.
2. The town should indicate the routes that are to constitute the public system and determine the construction costs where public construction is required and annual costs of maintenance. The analysis should help indicate whether the system is approximately in balance with reasonable public expenditures (town, county, state and federal). Methods of obtaining voluntary maintenance should continue to be pursued, such as having specific organizations (user groups) assume responsibility for routine maintenance under town supervision.
3. The town should set project priorities. Securing easements in critical places where they cannot be obtained by regulation is of first importance, especially where the chance of donation seems possible. In general, projects selected should try to serve the maximum number of residents while trying to balance the interests of walkers, riders and bicyclists. Worthy of first consideration is improving the pedestrian path system for school children, including attempting to eliminate hazardous road crossings.
4. The town should proceed project by project to implement the plan. Projects should be detailed on the 1 inch equals 200 feet town base maps and care should

be taken to follow the construction, route selection and inspection procedures as adopted by the town in the trail and path standards.

5. The location of new trail and path easements should be added annually to a master set of trail and path maps on file at Portola Valley Town Hall.
6. A record of construction and maintenance costs incurred by private developers and the town should be kept to guide future work to build and maintain the system. A town trail inspector aided by volunteers may appropriately do this work.

Appendix 13

Implementation of the Scenic Roads and Highways Element

Actions to date:

1. Adopted a special building setback line requiring a buildings to be set back at least 200 feet from the right-of-way of Skyline Boulevard.
2. Adopted a design review combining district in the zoning regulations that requires special design review of all development that borders Skyline Boulevard to the east.
3. Cooperated with the Midpeninsula Regional Open Space District in the establishment of open space preserves that border Skyline Boulevard.

Future actions:

1. The town should continue to administer the zoning regulations that help ensure the quality of the scenic highway.
2. The town should continue to cooperate with the Midpeninsula Regional Open Space District in its efforts to preserve open space along the highway.

Appendix 14

Safety Element References

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Appendix 15

Modified Mercalli Intensity Scale

(1956 Version, by Richter, as Reported in U.S. Geological Survey Circular 690)

- I. Not felt.
- II. Felt by persons at rest, on upper floors or favorably placed.
- III. Felt indoors. Hanging objects swing. Vibration like passing of light trucks. Duration estimated. May not be recognized as an earthquake.
- IV. Hanging objects swing. Vibration like passing of heavy trucks, or sensation of a jolt like a heavy ball striking the walls. Standing automobiles rock. Windows, dishes, doors rattle. Wooden walls and frame may creak.
- V. Felt outdoors; direction estimated. Sleepers awakened. Liquids disturbed, some spilled. Small unstable objects displaced or upset. Doors swing. Shutters, pictures move. Pendulum clocks stop, start, change rate.
- VI. Felt by all. Many frightened and run outdoors. Persons walk unsteadily. Windows, dishes, glassware broken. Knickknacks, books, etc., off shelves. Pictures off walls. Furniture moved or overturned. Weak plaster and masonry D* cracked.
- VII. Difficult to stand. Noticed by drivers of automobiles. Hanging objects quiver. Furniture broken. Weak chimneys broken at roof line. Damage to masonry D*, including cracks, fall of plaster, loose bricks, stones, tiles and unbraced parapets. Small slides and caving in along sand or gravel banks. Large bells ring.
- VIII. Steering of automobile affected. Damage to masonry C*; partial collapse. Some damage to masonry B*; none to masonry A*. Fall of stucco and some masonry walls. Twisting, fall of chimneys, factory stacks, monuments, towers, elevated tanks. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off. Branches broken from trees. Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes.

* Masonry A: Good workmanship and mortar, reinforced and designed to resist lateral forces.
Masonry B: Good workmanship and mortar, reinforced.
Masonry C: Good workmanship and mortar, unreinforced.
Masonry D: Poor workmanship and mortar, weak materials like adobe.

- IX. General panic. Masonry D* destroyed; masonry C* heavily damaged, sometimes with complete collapse; masonry B* seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames racked. Serious damage to reservoirs. Underground pipes broken. Conspicuous cracks in ground and liquefaction.
- X. Most masonry and frame structures destroyed with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes, embankments. Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land. Rails bent slightly.
- XI. Rails bent greatly. Underground pipelines completely out of service.
- XII. Damage nearly total. Large rock masses displaced. Lines of sight and level distorted. Objects thrown in the air.

Appendix 16

Implementation of the Safety Element

Actions to date:

1. Special building setbacks have been established along the San Andreas Fault traces in the town.
2. Geology has been mapped at a scale of 1"=500' and a map titled "Movement Potential of Undisturbed Ground" has been prepared at the same scale.
3. Zoning regulations have been amended to reduce the amount of development possible on unstable lands to 10% of what might otherwise be permitted. Development must also be located on stable ground.
4. A resolution has been adopted that guides the application and revisions of the geology and movement potential of undisturbed ground maps.
5. Zoning, subdivision and site development regulations all require geologic reports in areas where unstable land has been identified.
6. The town engages a town geologist to advise the town on a regular basis with respect to all development where geologic conditions are of a concern.
7. The town has adopted a floodplain combining district in the zoning regulation to regulate development in areas of potential flooding. The town has also adopted the federal flood insurance rate maps.

Future actions:

1. The town should review the element in light of new information that has been developed since the element was first prepared and make any necessary modifications.
2. The town should review the fire hazards portion of the element and make any revisions that appear appropriate at this time.
3. The town should review the flooding portion of the element and make any revisions that appear appropriate at this time.

Appendix 17

Implementation of the Conservation Element

Actions to date:

1. The town has added to its zoning, subdivision and site development ordinances general provisions that provide a basis for protection of the natural environment, especially with respect to controlling grading and protecting forested areas. In addition, the zoning ordinance allows the clustering of development which can reduce the impact on the natural environment.

Future actions:

1. The town should undertake the studies and actions as specified in Appendix 6: Implementation of the Open Space Element.

Appendix 18

Motor Vehicle Noise Analysis and Stationary and Quasi-stationary Noise Analysis

Motor Vehicle Noise Analysis

This analysis is based upon two central sources of information:

1. Traffic flow data obtained by the San Mateo County Engineering Department during the period 1967-1974 and by the Portola Valley Noise Abatement Committee during the period 1972-1975.
2. Formulas and charts for traffic noise estimation provided in the report Highway Noise, A Design Guide for Highway Engineers, NCHRP Report 117, Highway Research Board, National Research Council, National Academy of Sciences-National Academy of Engineering, 1971.

The sound level unit used is the A weighted decibel (dBA), which permits a logarithmic expression of the ratio between the acoustic intensity present at a given location and the lowest acoustic intensity audible to sensitive human ears, weighted by frequency to account for the characteristics of human hearing, as defined in the American National Standards Institute, Standard S1.1, Acoustic Terminology, paragraph 2.9, or successor reference. In recognition of the fluctuating nature of traffic noise, noise levels are stated herein as "L₅₀ levels" and "L₁₀ levels" which refer to the noise level (in dBA) exceeded during 30 minutes (50 percent) of each hour and 6 minutes (10 percent) of each hour, respectively.

An examination of existing traffic flow data for the primary roadways in the town has led to the values for peak vehicle flow and average vehicle speed given in Table 1. As the combination of peak motorcycle and automobile traffic constitutes the most severe noise impact condition on any road in the town, the combination of peak truck and automobile traffic constitutes the most severe noise impact condition on any road in the Town, the combination of peak truck and automobile traffic, which occurs separately from the peak motorcycle/automobile combination is not considered.

From the data of Table 1, L₅₀ and L₁₀ traffic noise levels at appropriate distances from the centerline of each roadway segment may be calculated with the aid of formulas and charts provided in NCHRP Report 117, as augmented with the following prescriptions:

1. Motorcycle L₅₀ and L₁₀ levels are taken as the corresponding automobile noise levels plus 10 dBA.
2. Calculated L₅₀ and L₁₀ levels for level roadways are to be increased 3 dBA for roadways with 5-10 percent grades and 5 dBA for roadways with 10-15 percent grades.

3. Calculated L₁₀ levels are to be increased 5 dBA in the vicinity of stop signs.

These prescriptions reflect the experience accumulated by the Portola Valley Noise Abatement Committee during 1972-1975; they are necessary for a proper assessment of traffic noise impact under the somewhat atypical traffic conditions found in the town.

NCHRP Report 117 also provides useful criteria for acceptable traffic noise levels in adjacent land areas. The most pertinent of these for the present analysis are the recommended outdoor levels around residences: $L_{50} \leq 50$ dBA and $L_{10} \leq 56$ dBA. These recommended levels are consistent with the maximum noise levels that will permit acceptable communication between two men in face to face, normal voice conversation standing 6 feet apart. They are also consistent with the desirability of allowing L₅₀ traffic noise levels to exceed the local ambient levels by no more than 10 dBA. The recommended outdoor levels of NCHRP Report 117 have been used in the present analysis to define land areas that suffer various degrees of traffic noise impact as specified in Table 2. These criteria, along with the calculated L₅₀ and L₁₀ traffic noise levels for each of the roadway segments listed in Table 1, permit the construction of Tables 3 and 4 and of Figures 1 and 2.

Tables 3 and 4 list half-width outer dimensions for the light, medium and heavy impact zones along the roadway segments of Table 1. Because of the rather low volumes that characterize traffic flow within the town, the L₁₀ impact zone dimensions almost always exceed their L₅₀ counterparts. Although relatively few residences in the town lie within heavy impact zones, a significant number lie within the medium and light impact zones. Figures 1 and 2 show noise contours along the primary roadways within the town. The effects of increased traffic volume, higher average speed and steep grade conditions are clearly manifested.

Stationary and Quasi-Stationary Noise Analysis

The analysis is based upon three central sources of information:

1. A citizen telephone survey conducted the Portola Valley Noise Abatement Committee, as described in its June, 1971 report to the Town.
2. Data provided in the report Transportation Noise and Noise from Equipment Powered by Internal Combustion Engines, Environmental Agency Report, PB-208660, NTID 300.12, 1971.
3. Data provided in the report Noise from Construction Equipment and Operations Building Equipment and Home Appliances, Environmental Protection Agency, PB-206717, NTID 300.1, 1971.

Again, the sound level unit used is the A-weighted decibel (dBA).

Municipal noise ordinances throughout the country generally prohibit the generation of sound levels that exceed the local ambient level by more than 6 dBA at one's own property line. In practice, this limitation serves only as an indicator of excessive noise generation, because it may be unduly restrictive under current conditions. Hence, specified exceptions and/or provisions are usually introduced, as indicated in Table 5. The limitations on powered and construction equipment stated in the table are such that operators of such equipment may, over an extended period, suffer permanent hearing damage. Hence tighter limitations are certainly to be desired.

Table 1. Traffic Data

Road	Location-Between:	Peak Autos/Hr.	Peak Motor Cycles/Hr.	Average Speed
Alpine	Town Line & Westridge	300	35	45
Alpine	Westridge & Arastradero	200	25	45
Alpine	Arastradero & Portola	250	30	40
Alpine	Portola & Corte Madera	100	<10	30
Portola	Alpine & Westridge	250	30	40
Portola	Westridge & Wyndham	250	30	30
Portola	Wyndham & Town Line	250	30	45
Westridge	Alpine & Cervantes	200	<10	35
Westridge	N. Cervantes & W. Cervantes	100	<10	30
Westridge	W. Cervantes & Portola	200	<10	35
Los Trancos	Town Line & Alpine	200	<10	35
Golden Oak	Alpine & Peak	100	<10	30
Cervantes	Westridge & Westridge	100	<10	30

Table 2. Noise Impact Criteria

Impact Level	L_{50}	L_{10}
Negligible	$L_{50} \leq 50$ dBA	$L_{10} \leq 55$ dBA
Light	$50 \text{ dBA} < L_{50} \leq 55$ dBA	$55 \text{ dBA} < L_{10} \leq 60$ dBA
Medium	$55 \text{ dBA} < L_{50} \leq 60$ dBA	$60 \text{ dBA} < L_{10} \leq 65$ dBA
Heavy	$L_{50} > 60$ dBA	$L_{10} > 65$ dBA

Table 3. *L*₅₀ Impact Zones

Road	Location	Distance from center line of road to outer limit of noise impact zone (in feet)		
		Heavy Impact	Medium Impact	Light Impact
Alpine	Town Line & Westridge	50	120	290
Westridge	Alpine & Bolivar	50	120	280
Portola	Wyndham & Town Line	40	95	230
Alpine	Westridge & Portola	35	85	200
Portola	Alpine & Westridge	35	85	200
Portola	Westridge & Wyndham	30	70	170
Westridge	Portola & Cervantes;			
	Bolivar & Cervantes	—	50	120
Los Trancos	Town Line & Alpine	—	50	120
Golden Oak	Alpine & Tagus	—	35	85
Cervantes	Peak & Kiowa	—	35	85
Westridge	Goya & Paloma	—	—	60
Golden Oak	Tagus & Peak	—	—	35
Cervantes	Westridge & Peak;			
	Kiowa & Westridge	—	—	35
Alpine	Portola & Corte Madera	—	—	35
Westridge	Cervantes & Goya;			
	Paloma & Cervantes	—	—	35

Table 4. *L*₁₀ Impact Zones

Road	Location	Distance from center line of road to outer limit of noise impact zone (in feet)		
		Heavy Impact	Medium Impact	Light Impact
Alpine	Town Line & Westridge	100	200	400
Westridge	Alpine & Bolivar	90	160	270
Portola	Wyndham & Town Line	85	160	300
Alpine	Westridge & Portola	75	150	300
Portola	Alpine & Westridge	75	140	260
Portola	Westridge & Wyndham	60	120	220
Westridge	Portola & Cervantes;			
	Bolivar & Cervantes	55	90	160
Los Trancos	Town Line & Alpine	55	90	160
Golden Oak	Alpine & Tagus	50	90	160
Cervantes	Peak & Kiowa	50	90	160
Westridge	Goya & Paloma	40	70	130
Golden Oak	Tagus & Peak	30	50	90
Cervantes	Westridge & Peak;			
	Kiowa & Westridge	30	50	90
Alpine	Portola & Corte Madera	30	50	90
Westridge	Cervantes & Goya;			
	Paloma & Cervantes	30	50	90

Table 5. Possible Limitations on Stationary and Quasi-Stationary Noise Sources

Source	Limitations
Barking Dog	60 dBA daytime and 40 dBA nighttime at 50 feet through training or indoor habitat for animal.
Powered Toys	Operation permitted only in designated areas.
Amplified Music	60 dBA daytime and 40 dBA nighttime at 50 feet.
Powered Equipment	Most shop and garden tools: 80 dBA at 50 feet. Chain saws, mulcher-chippers: 85 dBA at 50 feet. Operation limited to 10 am - 5 pm period.
Construction Equipment	80 dBA at 50 feet; with operation limited to 8 am - 5 pm time period on weekdays.

Appendix 19

Implementation of the Noise Element

Actions to date:

1. The conditional use permit provisions of the zoning ordinance require the planning commission to make a finding that a use is properly located in the community and will not adversely affect abutting property (Section 18.72.130, 1., 4.). In addition, the planning commission is permitted to impose conditions to control noise (Section 18.72.A., 9.).
2. The site development ordinance allows the town to set the hours of grading (Section 15.12.160)

Future actions:

1. The noise element, and particularly the noise contours, should be reviewed and revised if necessary.
2. If item 1. results in needed changes to regulations, they should be carried out.

Appendix 20

Implementation of the Nathhorst Triangle Area Plan

Actions to date:

1. The lands shown as community commercial on the Nathhorst Triangle area plan diagram have been zoned C-C (community commercial) and A-P (administrative professional) (municipal code sections 18.20.010, 18.22.010).
2. Limitations on building coverage, floor area and height have been established for the permitted uses (municipal code sections 18.48.010 - 18.56.020).
3. Special provisions for total open space on parcels and for landscaping along Alpine and Portola Roads have been established (municipal code section 18.56.020).
4. Off-street parking requirements have been established (municipal code chapter 18.60).
5. Special conditions to help ensure compatibility with the intent of the districts have been included (municipal code chapters 18.20, 18.64, 18.72 and 18.40).
6. Planned unit development provisions have been added to allow design flexibilities including yards, heights and building coverage (municipal code chapters 18.52 and 18.54)

Future actions:

1. The town should continue to apply the zoning standards and procedures that are in place.

Appendix 21

Implementation of the Alpine Scenic Corridor Plan

Actions to date:

1. Special setbacks of 75 feet from the right-of-way have been adopted in the zoning regulations for Alpine Road from the town boundary at Ladera to Portola Road.
2. All new residences and major additions are subject to review by the architectural and site control commission. Such reviews require analysis with respect to the Alpine scenic corridor plan.
3. The town has adopted design guidelines that include lists of native plants that are to guide the ASCC in its actions. The use of native plants in the scenic corridor will help retain the natural beauty of the area.
4. Special planting requirements have been imposed on properties zoned C-C (community commercial) and A-P (administrative-professional).
5. Ford Field and the "Rossotti" soccer field, both of which have been acquired by the town, provide permanent open space within the corridor.
6. Striped road shoulders have been provided which are used by bicyclists although they do not meet state standards for bike lanes.
7. Some overhead lines have been installed underground through undergrounding district #1.

Future actions:

1. Additional open space acquisitions of land within the corridor are set forth in Appendix 6: Implementation of the Open Space Element.
2. Where acquisitions of land to protect the corridor are not appropriate, easements should be obtained to protect the corridor.
3. In any new developments with frontage on Alpine Road, care should be taken to preserve natural land forms and vegetation in close proximity to the road to protect the corridor.
4. Consideration should be given to adding the design review combining district of the zoning regulations to land along Alpine Road.

5. From Los Trancos Road to the southern town boundary, easements or dedications in fee should be secured as undeveloped acreage is subdivided. To the west of the road, implementation will be somewhat difficult because of the prevalence of small parcels of land. A combination of regulation and acquisition of easements or full fee title through purchase or dedication will be needed.

For the trail and path system, easements for recommended trails should be acquired as part of the subdivision process. Some easements on the west may need to be purchased. A bicycle lane in the roadway is recommended. This will require more detailed design study.

6. It is recommended that the town request a resolution by San Mateo and Santa Clara County Supervisors declaring mutual concern in San Francisquito and Los Trancos Creeks and their watersheds as valuable natural resources along their common boundary and designating these streams as "scenic streams." The San Mateo County Supervisors should be asked to also designate Corte Madera Creek as a "scenic stream." The entire corridor should be designated as an open space scenic preserve.
7. Change in creek flow of Los Trancos and San Francisquito Creeks should be investigated to determine whether there have been long term undesirable effects from diversion of waters and what remedial action, if any, may need to be taken. The need for creek bank protection in critical locations should be evaluated.
8. Advice of an ecologist or arborist should be sought for recommendations on tree care, particularly for large important trees. Valley oaks are reportedly not replacing themselves. Seeding, with protection of young trees from grazing cattle and other damage for a few years, could ensure perpetuation of these valuable groves on the hillsides. Introduced species of trees such as eucalyptus have seeded along the creek in some section and should be removed where undesirable. County cooperation should be sought.
9. The town should continue to pursue undergrounding of overhead lines through funds obtained from the utility companies.
10. Outside of the town, the town should seek the cooperation of other jurisdictions in the corridor to have overhead lines placed underground.
11. The town should cooperate with CRMP (Coordinated Resource Management and Planning) Process in its efforts to protect the San Francisquito Creek.
12. The town should sponsor programs for appropriate tree planting and for encouraging cooperative actions by residents and other property owners in landscaping and maintenance compatible with the scenic corridor.

Appendix 22

Implementation of the Town Center Area Plan

Actions taken:

1. The town center area plan is subject to the same zoning provisions as specified for the Nathhorst Triangle area plan (see Appendix 20: Implementation of the Nathhorst Triangle area plan) except that provisions related to frontage on Alpine Road do not pertain.

Future actions:

1. The town should continue to apply the zoning standards and procedures that are in place.

Appendix 23

Changes to the Comprehensive Plan Diagram and Alpine Scenic Corridor Diagrams

Changes not shown on attached Exhibit 1:

1. The “wooded-conservation” designation is to be removed from the legend and from the diagram. (Note: Experience has shown that wooded areas are to be protected throughout the town and it can be misleading to show only selected areas. Section 2105.5 has been amended to cover this requirement. In addition, it is difficult to effectively show this level of detail on the comprehensive plan diagram.)
2. The proposed loop road connecting to Alpine Road on either side of Junipero Serra Freeway and serving the adjoining Webb Ranch area will be shown as a minor rather than a major collector.
3. The labeling of Alpine parkway will be changed to Alpine Scenic corridor. Skyline Parkway will be changed to Skyline Scenic Corridor to be consistent with the state designation.
4. Section 6224 Plan Diagram (Alpine Scenic Corridor Plan)
 - a. Delete the following numbers from the plan diagram: 19, 24, 55.
 - b. Add the following number to the plan diagram: 58.
 - c. Delete all trails and paths. (Since these are shown on the trails and paths element diagram, problems of consistency can arise as changes are made if they are shown on two different maps.)

Revisions shown on attached Exhibit 1 (changes are keyed by number):

1. Remove approximately 1 acre from the Ormondale School site. This was approved by the town council by resolution 867-1980. This serves to make the diagram consistent with a past action.
2. Delete Nathhorst as a minor collector. This was approved by town council resolution 1239-1988. This serves to make the diagram consistent with a past action.
3. On this large undeveloped part of Portola Valley Ranch, which is committed to open space by means of an open space easement, a residential open space preserve will be places. this is consistent with the designation on the plan for

Coal Mine Ridge and joins with the proposed residential open space preserve on the adjoining property to the north.

4. This area will be shown as an extension of the Windy Hill Open Space Preserve. The collector road is to be eliminated as are the two neighborhood preserves and the Corte Madera Preserve.
5. The section of Alpine Road west of Willowbrook Road will be shown as a minor collector rather than a major collector. Accordingly, all of Alpine Road west and south of Willowbrook Road will be shown as a minor collector.
6. This area which has been acquired by the Peninsula Open Space Trust for preservation as open space and potential transfer to the Midpeninsula Open Space District (MROSD) is proposed to be added to the Windy Hill Open Space Preserve.
7. This area has been acquired by MROSD and has been added to the Windy Hill Open Space Preserve.
8. the residential open space preserve overlay will be removed from this area which is the lower part of the Portola Glen Estates Subdivision. This amendment was approved by the town council by resolution 1239-1988.
9. Ridge Rest neighborhood preserve on Coal Mine Ridge has been acquired by the town and will be shown as existing rather than proposed.
10. The residential open space preserve overlay will be removed from this part of the proposed Blue Oaks Subdivision. The amendment was approved by the town council by resolution 1537-1996.
11. Approximately ten acres were reclassified from Low Intensity Residential to Institutional. The amendment was approved by town council resolution 1630-1998.

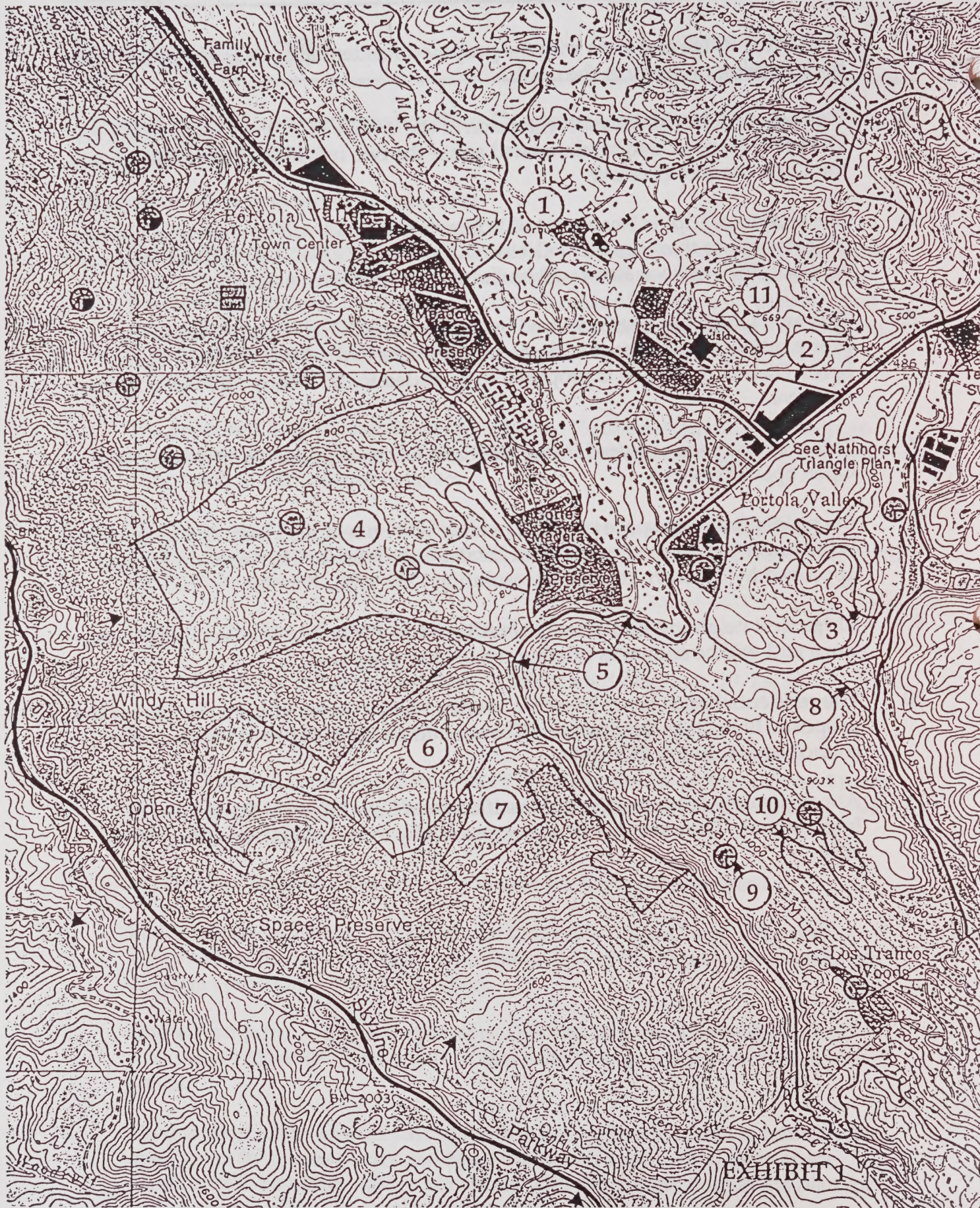


EXHIBIT 1

PARKS, RECREATION AREAS
AND OPEN SPACES

NEIGHBORHOOD

COMMUNITY

OTHER COMMUNITY (Labeled)

Preserve

Park

Proposed

Existing

REGIONAL PARK (Labeled)

PRIVATE REGIONAL FACILITY (Labeled)

OPEN SPACE PRESERVE

PARKWAY (Labeled) & GREENWAY

PARKWAY CENTER

View

Lookout

Road

OPEN SPACE - LIMITED DEVELOPMENT

AGRICULTURE

RESIDENTIAL AREAS

Land Use Intensity

LOW - MEDIUM

LOW

CONSERVATION RESIDENTIAL

OPEN RESIDENTIAL

Wooded Conservation Area

Residential Open Space Preserve

Typical Land Area Per Dwelling Unit

Low - Medium	< 1 acre
Low	1-2 acres
Conservation - Residential	2-4 acres
Open Residential	> 4 acres

INSTITUTIONS

SCHOOL

Building Area

Playfield

Elementary

Intermediate

Parochial

High School

CHURCH

FIRE STATION

OTHER (Labeled)

LOW INTENSITY ACADEMIC RESERVE

COMMERCIAL AND
RESEARCH - ADMINISTRATIVE

LOCAL SHOPPING & SERVICE

RESEARCH - ADMINISTRATIVE

CIRCULATION

FREEWAY

ARTERIAL

MAJOR COLLECTOR

MINOR COLLECTOR

Proposed

Trails, paths and bicycle lanes are shown on the Trails and Paths Element of the General Plan. All parkways and greenways are corridors for major trails and paths.

NORTH

0 2,000 4,000

SCALE IN FEET



COMPREHENSIVE PLAN DIAGRAM

Part 5 of the General Plan - Town of Portola Valley

AMENDED BY TOWN COUNCIL RESOLUTION NO. 1007-1982, OCTOBER 13, 1982. AMENDMENTS RECOMMENDED BY PLANNING COMMISSION RESOLUTION NO. 1982-241, SEPTEMBER 15, 1982.

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